Labor-1927

Occupations, Wages, etc.,

Arkansas

NEGROES ARE ORDERED TO LEAVE BENTON

Officials Promise To Protect Their Colored Employes

Benton, Ark., May 24.—(Special)—An ultimatum issued last Monday to the Negro laborers at the Ben-Benton Gravel Company's plant, warning all colored people to leave town before Sunday night has caused a great deal of excitement here and has resulted in special guards being placed on duty.

Officers do not believe that any trouble will result from the order by two masked men following changes in labor at the gravel plant.

5-28-27

According to officers the warning was issued after the gravel company had employed Negroes and laid off several white men. It is said that the colored men were warned by two masked men, who were garbed in white, saying that all Negroes must leave Benton before Sunday night.

Signs were posted and read as folows:

"Niggers Notice! This means you. It is time for all Black men to leave, and unless you leave you will leave another way.

(Signed) Skull and Bones.

Officials of the plant say thaare

Officials at the plant said tonight that the Negroes would be protected but that they did not expect any trouble.

The company employs about 200 men and has a daily output of about 100 cars a day.

Dec. 1927

Occupation, Wages, etc.,

California.

Motor Coach Cafes Are In Charge Of Colored Employees

Pacific Coast News Bureau.

San Francisco.—For the first time in the history of the Pacific Coast Motor Transportation lines, cafe service has been inaugurated on the motor coach line making 37 hour trips between San Francisco and Seattle.

Five colored employees have been placed in charge of this cafe service on the de luxe motor cars of the West Coast Travels, Inc.

California Ranch Owner Appoints Negro Field Boss

Ripley, Calif., Nov. 20.—(Pacific Coast News Bureau).—Mr. J. B. Keim, one of the largest land owners and cotton farmers in the Palo Verde Valley bordering the Colorado River, recently appointed John H. Owens as supervisor of his field hands.

Mr. Owens is now working a large mixed crew of male and female Mexicans, Indians and colored, together with some whites. All work in harmony without any racial feeling, and through his tact, firmness and diplomacy, Mr. Owens is highly respected by all. By insisting that each worker gets paid for every pound of cotton they pick, he has won the confidence of his employees and is thus enable to reciprocate by instating that each worker gives the owner a good job. Aside from field supervision, Mr. Owens keeps the books and makes out the pay slips.

Race Projectionists Are Used By Lincoln Theater

LOS ANGELES, Cal., Nov. 3.—(Pacific Coast News Bureau.)—Following the employment of a colored organist at the new Lincoln Theater of this city, Curtis Carpentier, colored house manager, has replaced the white operator with two colored local boys, Hamilton Payne and J. H. Addison, who are now in complete charge of the projection room and its three Simplex machines.

Mr. Addison is a graduate of the Jefferson High School and in a recent examination for operator's license led the entire list of applicants, white and black, with a percentage of 99 per cent.

Labor 1927

Occupation, Wages, etc.,

Canada

CANADA IS SORE ON HOWARD STUDENTS

Protests When Canadians Are Laid Off And Howard Boys Retained

COMPLAINT MADE TO MINISTER OF RAILWAYS

Canadians Also Declare Howard Boys Got Paid While Learning

By Dutton Ferguson

WINNIPEG, Canada, (PNS)—Home folks first is the war cry of the Canadian Union Bulletin, here which is peeved because Howard University boys still hold their jobs on Canadian railways while some local men have been laid off.

"From June until September," the Bulletin continues, "the tourist trade is in full swing, and in order to accommodate the many sightseers who come to enjoy the natural beauty of the Canadian west (and the 'wet' climate), the Canadian National Railways increases its train service. This means that a number of extra sleeping-car porters are required. To meet this need, some sixteen men, all of them residents of Canada (some are returned soldiers) were hired and given a course of training in the school for porters which is established in the terminals at Winnipeg."

After these men were given full training in the duties of sleeping car porters, without pay, they were finally put on the pay roll.

"Again," according to the Bulletin, "early in June the National Canadian Railways imported fifteen students from Howard College (Howard University), a college for colored people in the Southeastern states, to work for them as sleeping car porters for a period of three months. These boys underwent the same course of training as the other porters, with this difference they were paid whilst training, and provided with room and board to boot."

Added to this grievance, the Canadian citizens who first underwent training were soon laid off because, the officials said, work was slack, although the college students were kept on. Also the starting wage for porters is $75 per month with uniform provided by the company, and meals while working. Citizens who take these jobs have to provide themselves a home and meals while on duty. The college students, however, are provided with room and board all the time they are in the employ of the company and are paid the regulation wage beside.

This, in the mind of the Union workers, raises a very important point in so far as the company has pleaded on several occasions, when the porters have asked for an increase in wages, that they could not afford to give them one.

Protest has been made to the minister of railways.

Labor - 1927

Occupation, Wages, etc.,

Delaware

DELAWARE WORKING WOMEN

Results of a Survey in Factories, Stores and Laundries.

Nine-tenths of the women in the Delaware factories, stores and laundries covered in a survey made by the Women's Bureau of the United States Department of Labor, were found to have a scheduled work day of less than ten hours, and more than one-fifth were employed in plants in which the weekly schedule was forty-eight hours or less. This study, in a state next to the smallest in the Union and not primarily industrial, included more than 6,000 women in 146 establishments in twenty-nine cities and towns.

As to wages, the investigation reveals a situation much in need of improvement, says the report. In factories, stores and laundries, half of the women surveyed received less than $11.05 a week. Higher median earnings than these were found in all but four of the fourteen States in which women's wages have been studied by the Women's Bureau. In hotels and restaurants the median earnings were $10.15 for white and $10.75 for negro women.

In connection with the wages of women, it is important to consider their financial responsibilities at home. In Delaware, of the families represented by the women interviewed in the industries mentioned, nearly one-third were supported primarily by the earnings of the women living in the group. About one-sixth of the women were living in families in which a group of related women were maintaining the household, and in one-fourth of the families the woman scheduled was herself the principal breadwinner. Of this last group of women, it is a fact worth noting that more than half were single, one-sixteenth were married, and approximately two-fifths were widowed, separated or divorced.

Labor 1927

Occupation, Wages, etc.,

General.

Negro Labor Deserving of Equal Wage, Secretary of Labor Tells Congress

Has Made His Way as Citizen, Soldier and Worker During Last Half Century — Industrial Asset to All the

WASHINGTON.—"It is ... gro worker an equal wage ... hope for promotion and adva... training, efficiency and skill w... Secretary James J. Davis in ... Secretary of Labor to Congres... his conviction that "the indu... the Negro are indissolubly a p... people."

The full text of the reference of the Secretary of Labor to the Negro in industry appears in the following paragraphs:

"In the sense of absolute justice to all the people living in America, President Coolidge has said that

"'The social well-being of our country requires our constant effort for the amelioration of race prejudice and the extension to all elements of equal opportunity and equal protection under the laws which are guaranteed by the Constitution.'

"And upon assuming the duties of directing the Federal Department of Labor in its work in behalf of the nation's wage earners, I said:

"'There is no such thing as segregating the economics of the Negro from those of any other group in America.'

"At this time I am fairly convinced that the industrial and economic interests of the Negro are indissolubly a part of those of all the American people. Our Constitution so decrees it; and our convictions as a nation which is foremost among the powers of justice of the world forbid that any group within our keeping should be denied the full freedom of democratic government and opportunity, because of race, creed or previous condition of servitude.

"The Negro in America has made his way as a citizen, a soldier and a worker. During the past half century, particularly in industry and agriculture, and among the nation's gainfully employed people, he has gone forward in satisfaction to himself and to the productive enrichment of America. His continued progress will be an industrial asset of value to all the people. It follows that it is to the interest of all, both employers and employees, to encourage the Negro group to continue its advancement in home life, in education and in its respect for, and loyalty to, American practices and ideals. This means that it will be but fair and just to give the Negro worker an equal wage for his labor, and the permanent hope for promotion and advancement commensurate with the training, efficiency and skill which he puts into his labor. He will thus become capable of contributing a real share toward increasing our prosperity and wealth as a nation.

"He will become a larger buyer of American products, reaching beyond the mere necessities of life, rather than a poorly paid competitor, unable to purchase commodities and the comforts of life, which increase the nation's business and create an increased demand and supply.

"Upon these principles, I believe, a substantial measure of our future industrial success is dependent."

...nd just to give the Ne... ...bor, and the permanent ... commensurate with the ...uts into his labor," says ...th annual report of the ...ring at the same time ... economic interests of ...se of all the American

The Ungreased Palm

One of our best and most permanent evils is tipping. Reformers are always conducting a campaign against it. These campaigns get nowhere because they attack the practice from the wrong end. The average man tips waiters, barbers, porters and others because he likes to pay his way and knows that in certain kinds of service custom orders a tip and employers reduce wages by the amount of the tips.

The Pullman Porters' Brotherhood has gone at the problem from the tipped end. According to their statement, their average wage is $72.50 for four hundred hours of work a month, and their tips average $58.00 a month. They have gone before the federal mediation board with a program that calls for a fatter pay envelope, shorter hours, and no tips.

Tipping itself is an offense to the code of American business ethics. It belongs in countries where begging is a recognized life calling, where petty bribery of government employees is a recognized channel of revenue, where class distinctions are sharp and oppressive, and where cultivated servility is an art. But the custom is rooted in the United States, and it will grow and thrive until the great army of the tipped rises in rebellion and creates and demands a right to straight pay.

PORTERS PUT WAGE BATTLE UP TO PUBLIC

Show Inequalities of Working Scale

By A. PHILIP RANDOLPH
(General Organizer)

The Pullman company's policy toward the Pullman porter must change. It will change. It will change on wages. It will change on hours. It will change on working conditions. Its policy has changed toward the Pullman conductor. It is constantly changing for the better toward the public.

Its change of policy toward the conductors and the public is the direct result of intelligent organized action. This is true of all public utilities or private corporations. They do not change their wage or public policy until they have to.

The Pullman company cannot escape the necessity of paying the porters and maids a living wage. Though the company paid the porters and maids a meager and inadequate wage for over 50 years, it was due to the ignorance of the porters and the public. Even the Pullman management would not attempt to justify the present wage of $72.50 a month to porters before any body of public-spirited citizens. Their case on tips be reasonably cited as an excuse for this notoriously unjust wage.

Falling Tips

For a long time the Pullman company relied upon the public to pay practically half or more of the wages of the porters and maids. While the company would proclaim before public bodies the total income of the porters, meaning their wage paid by itself and tips paid by the public. But when the company was required to pay the porters pensions it computed the pension on the starvation wage it paid the porters alone. For instance, if a porter is receiving a wage of $72.50 a month and makes $25 in tips, his pension is based on the $72.50, not on the $72.50, plus the $25 in tips. This is obviously unfair.

Now, the question is frequently asked about the reason for the falling off in tips. Porters complain about the fact that they make less on some trips than it takes to live on the trip. They also "sing the blues" about hard times on the cars, telling of the tendency of passengers to give them a dime instead of a quarter, and of some not to give them anything. What is the reason for this change in the public in tipping? It does not require the intuition of a seer to divine the cause. It is due to the fact that the Pulman company, after the last employees' plan wage conference, broadcasted throughout the country in glaring headlines, the rumor that it had given the porters and maids a MILLION DOLLAR increase in wages. Naturally, the public assumed that the porters were getting plenty money and did not need any tips. Besides, the big profits and dividends of the company from year to year were reported in the press from the company's own fiscal reports. Thus, the public rightly concluded that the company ought to pay the porters and maids out of its huge earnings.

Public Getting Tired

Then, again, the public is becoming sick and tired of the porters holding their hands out for something when they have already paid for their services when they purchased their tickets. Tips are doomed to fall more and more. It is the tendency of the times. It logically follows then that the porters or any other group of workers who stake their lives on tips, are in for a rude and sad awakening. Work which is necessary and socially valuable must and will be properly rewarded.

It is difficult to find in the entire field of modern industry a case of more notorious hours and working conditions. Not only are some porters required to work 400 and more hours a month, but they are severely penalized if they are caught napping, although a human machine can hardly put in such hours without falling asleep at times. All other railway employees receive time and a half for all time over 240 hours work. With the porters it is interesting to note that they are compelled to do preparatory duty, consisting of some five or six hours for absolutely nothing. No other group of workers in

America would tolerate such outrageous conditions but our people. Happily, however, all of this will change.

Change in Agreements

Perhaps the most fundamental change of policy of the Pullman company will be the method of negotiating agreements. The old employees' plan or company union has failed miserably. It is bankrupt. It creates more unrest than it allays. It inflicts more injustice upon the porters than it removes. It lowers instead of raising the morale of the men, because the porters have no control over the plan. It is the CHILD and WEAPON of the company. It keeps down wages and makes conditions worse. It makes agreements not WITH but FOR the porters and maids.

The Brotherhood of Sleeping Car Porters is the protest of the porters against the plan and the expression of the interests, aims, hopes, aspirations and yearnings of the long submerged, suppressed and oppressed porters. It alone is the symbol, according to the provisions of the Watson Parker bill, of the self-organization of the porters and maids. It alone is lawful. The plan is unlawful, because it denies the self-expression of the porters. It denies the right of contract to the porters.

The porters will never surrender the fight for the right of organization, for recognition of their own organization as the lawful and proper agency for the negotiating of agreements, whatever the wage increases may be. They realize that the company may reduce wages as well as increase them, that their constantly recurring grievances must be adjusted, and there must be some efficient agency which they control to settle them with the company. They want what all the conductors, engineers, firemen, trainmen and all other railway employees have, namely, the right to speak for themselves through their own designated and elected representatives.

That organized workers must deal with organized business is a principle well recognized by all enlightened public bodies. Congress recognized it when it enacted the Watson Parker bill, known as the railway labor act. President Coolidge recognized it when he signed it. The individual worker is helpless in vainly trying to deal with organized millions and billions of dollars in the form of trusts and huge mergers. He can enforce no demands however just. But the workers are effective, they are heard and respected when they are organized.

The army of Pullman porter instructors and welfare workers is an unnecessary menace to the efficiency of the service. Already the Pullman company is aware of the fact that the parasites render no useful service. It is bad business economy to retain them in the performance of the kind of work they do. It is not only not productive but a definite liability. Any efficiency engineer will advise the company thusly. The brotherhood offers a higher and more constructive service-efficiency program which will reflect itself in higher production standards for the company. It offers an intelligence initiative and disciplined responsibility which cannot be created under the present system by the company. This is due to the freedom and the self-control of the brotherhood.

New Economy Plan

It is apparent to the casual observer that the Pullman company realizes that the brotherhood and an aroused public opinion are driving it to raise the wages of the porters and maids. Signs of this fact are seen in the company's retrenchments. It is reducing the supply of matches on the cars. It has taken out cuspidors. It has removed the combs and brushes. Even the proverbial whisp-broom is vanishing. Berths are only made when passengers board the cars. Sheets are conserved. Towels are scarcer. What does it all mean? Just this: The company is retrenching to pay more wages. Of course, it will naturally fight to hold out as long as possible, but it must and will given in. It is the verdict of justice and the decree of public opinion.

Extra Porters Starving

There must be a new policy, too, in the hiring of porters. There are too many extra men. Too many porters are hanging around the offices with no runs, starving to death. This is done to frighten the porters away from the brotherhood. Men are lured from the South for porters' jobs they quit over night because they find they can't make a living. The brotherhood offers constructive co-operation to the company. Its watchword is efficiency, honesty, sobriety, discipline, courtesy, industry, initiative, intelligence. It is no cloak for the bad porter, but a protection for the good porter.

Birmingham, Ala., News

DEC 7 1927

DAVIS VOICES PLEA FOR NEGRO WORKER

Labor Secretary Is Convinced Economic Interests Are Part Of Nation

WASHINGTON, Dec. 7.—(U.S.)—A plea for fair dealing to the negro worker has been made by Secretary of Labor James J. Davis.

"It is but fair and just to give the negro worker an equal wage for his labor and the permanent hope for promotion and advancement commensurate with the training, efficiency, and skill which he puts into his labor," he said.

"I am firmly convinced that the industrial and economic interests of the negro are indissolubly a part of those of all the American people.

"The negro in America has made his way as a citizen, a soldier, and a worker. During the past half century, particularly in industry and agriculture and among the nation's gainfully employed people he has gone forward in satisfaction to h'mself and to the productive enrichment of America. His continued progress will be an industrial asset of value to all the people.

"It follows that it is to the interest of all, both employers and employes, to encourage the negro group to continue its advancement in home life, in education, and in its respect for loyalty to American practices and ideals."

Labor-1927
Occupations, Wages, etc.,
NEW YORK TIMES

General.

NOV 27 1927

PORTERS ASSAIL TIPPING

Pullman Brotherhood Calls Practice a "Hold-Over From Slavery," Preventing Higher Wages

TIPPING, which has survived so many assaults, is to be attacked from a new angle. The appeal is to be directed to the tip-taker rather than the tip-giver. The outstanding feature of the proposal at present is a request made by unionized Pullman car porters to the Interstate Commerce Commission for an order prohibiting the practice. The commission has taken the case under consideration and will soon hold a hearing on it.

Similar campaigns against tipping are being agitated among other workers, such as waiters, barbers and taxicab drivers, who customarily accept tips offered by patrons. No other group, however, has gone so far as the unionized Pullman porters. The appeal to the Interstate Commerce Commission was made formally by the Brotherhood of Sleeping Car Porters, which claims a membership of 7,000. In its petition the organization rates tipping as a "hold-over from slavery." It is pointed out that the operation of sleeping cars began in this country in 1867. Only negroes, many of them ex-slaves, were employed as porters. This, says the petition, caused the work to be looked on as "menial and servile" and led to the giving and taking of gratuities.

Tips have always constituted a large part of the remuneration received by Pullman porters. Their earnings from tips, the petitioners say, amount to $7,000,000 a year. This sum, they assert, is saved by the operating company from what otherwise would have to be paid in wages. The basic pay of porters is $72.50 a month, the average being about $78. A questionnaire answered by about 750 porters yielded data indicating that each receives tips averaging $58.15 a month. Reported earnings from tips varied widely, depending on the runs and the time of year. A few reported receiving more than $200 a month in tips; others reported only $15 to $20.

The Company's Position.

The burden of the porters' petition is that the operating company has perpetuated the tipping practice through not paying higher wages to its porters. The petitioners ask that the Pullman Company be ordered not to "influence" passengers to provide in this way a large part of the porters' compensation.

Inits reply to the porters' petition the Pullman Company says that there is "no obligation on the part of passengers to give gratuities or tips and no right of the porters to demand them." It denounces the move as a "palpable effort to accomplish by indirection what may not properly be accomplished by direction." The real purpose of the petitioners is to secure increase in wages and change in working conditions, and as to these subjects, the company argues, the Interstate Commerce Commission is without authority.

A survey of the subject in a recent number of The Monthly Labor Review of the United States Bureau of Labor Statistics contains citations of a similar stand against tipping by labor organizations to which chauffeurs, hotel and restaurant employes and barbers belong.

"The official policy of the International Brotherhood of Teamsters, Chauffeurs, Stablemen and Helpers is that of opposition to the tipping system on the ground that acceptance of tips places the recipient in the position of a menial," says The Labor Review. But it does not appear that the organization has forbidden its members to accept gratuities.

The position of the Hotel and Restaurant Employes' International Alliance and the Bartenders' International League, as defined in The Labor Review survey, seems likewise to be one of discouragement rather than outright prohibition. In all these cases the war on tipping seems to be linked up with demands for higher wages and better working conditions.

PULLMAN COMPANY DENIES PORTERS' "TIPS" COMPLAINT

Wahsington, October 8.—(AP)—The Pullman company today took issue before the interstate commerce commission with the Brotherhood of Sleeping Car Porters which recently protested that Pullman porters faced the necessity of receiving now in part in "tips" from the traveling public. The porters' complaint to the commission declared that the uncertain returns from "tips" was a discrimination which the commission might remedy.

In the Pullman company's answer, filed today, it was contended that the "real purpose of the petitioners was to secure an increase in wages and a change in working conditions." The interstate commerce commission, it was added, has no jurisdiction over such matters because another arm of the government has been expressly created by congress to supervise railroad labor controversies.

NATIONAL URBAN LEAGUE LABOR CONDITION REPORT

Gains and Losses In Industries As They Affect Negro Labor Throughout The Country

Many Leaving The Unions Because Of Discrimination

NEW YORK, Sept. 26.—July and August were typical of the usual midsummer slackening in industry. These months are chosen for inventories, repairs, alterations and the like necessitating the release of many workers for a short time. An unusually large number of plants throughout the country is still working on part time schedules. Road construction afforded employment to a large number of unskilled workers. What might have been a critical situation in Pittsburgh was aided by the coal mine strike which has provided employment for steel workers freed from their customary labors because of reduced forces and short schedules of the mills. Buffalo, Cleveland, Toledo and other parts of Ohio cut schedules and reduced forces causing more shifting from city to city than is usual even during July and August. From Akron and Minneapolis bulletins were circulated informing prospective newcomers of the scarcity of work and advising postponement of their visit until employment conditions became brighter. So great has unemployment in Fort Wayne affected the permanency of the Negro population that the city's only colored dentist is moving to another section.

Gains

Nevertheless some marked improvements were reported for July and August. In Cape Girardeau, Mo., work was begun on the $1,500,000 traffic bridge with twenty experienced Negroes as sand hoggers. In Philadelphia the subway which is now under construction is employing a large number of Negroes. Some of these are being placed as foremen. In San Antonio several new hotels are employing colored waiters and some cafes have dismissed their white waiters and are employing colored. In Pine Bluff there is a heavy demand for unskilled labor in autobody plants. A night force has been established and an addition to the plant is being built. In the saw mills and on the street car tracks Negroes are finding employment in Hot Springs. There has been a slight gain in the brick mason, plumbing and plastering trades in Winston-Salem and Negroes are being employed on many of the large jobs throughout the city. The West Hotel of Minneapolis has employed a colored chef and kitchen crew. This is doubtless due to the fine record of ten years of service made by the headwaiter. This hotel is now using colored elevator girls. Another hotel in Minneapolis has opened with a full line of waiters. The A. and P. stores in Baltimore in the colored neighborhoods are now employing Negro clerks. At least four have begun work already. Another chain store corporation followed the A. and P. in the use of colored help. A white firm in Baltimore has employed a Negro boy as assistant to chemist. A few Negroes were added to the police force in Detroit. A prominent hotel in Boston is now employing colored help. One factory in Brooklyn has recently employed eight Negroes and an automobile paint shop employed its first colored painter. In Portland a young woman has been placed as an attendant in the Physio Therapy Department of the State Industrial commission. Two large plants have recently opened up in Milwaukee with a Negro as foreman and two as straw bosses. Negro union building tradesmen are working on Bamberger's store in Newark, a ten million dollar structure which will require two years for completion. Newark also witnessed the placement of twenty girls in a dress factory, the first to be employed as pressers in that shop.

Losses

In Portland six regular and two extra waitresses were discharged from a popular cafe because the manager was promised increased patronage if white waitresses were substituted. The colored girls were given written references stating that they were not being replaced because of inefficiency as their work was most satisfactory. The Pennsylvania Railroad has laid off two hundred or more Negroes in Columbus. Negroes are suffering lay-offs

Organized Labor

In Pittsburgh there is a noticeable change in the relation of Negroes to the union as there is without. Most of the larger buildings. The Basloss among the factory workers in the mills in that district are run- who now work as strikers declare Foundry and Rolling Mills in Fort- that their reason for so doing is that Wayne are still working three to four on the whole there is as much dis- days a week. In Buffalo all in- crimination against the Negro with- Considerable loss was ex- in the union as there is without. perienced in Baltimore due to a strike dustries are running less than 50 per cent capacity. There has been some

Labor-1927

Occupation, Wages, etc.,

General.

NEW YORK TIMES

NOV 27 1927

PORTERS ASSAIL TIPPING

Pullman Brotherhood Calls Practice a "Hold-Over From Slavery," Preventing Higher Wages

TIPPING, which has survived so many assaults, is to be attacked from a new angle. The appeal is to be directed to the tip-taker rather than the tip-giver. The outstanding feature of the proposal at present is a request made by unionized Pullman car porters to the Interstate Commerce Commission for an order prohibiting the practice. The commission has taken the case under consideration and will soon hold a hearing on it.

Similar campaigns against tipping are being agitated among other workers, such as waiters, barbers and taxicab drivers, who customarily accept tips offered by patrons. No other group, however, has gone so far as the unionized Pullman porters. The appeal to the Interstate Commerce Commission was made formally by the Brotherhood of Sleeping Car Porters, which claims a membership of 7,000. In its petition the organization rates tipping as a "hold-over from slavery." It is pointed out that the operation of sleeping cars began in this country in 1867. Only negroes, many of them ex-slaves, were employed as porters. This, says the petition, caused the work to be looked on as "menial and servile" and led to the giving and taking of gratuities.

Tips have always constituted a large part of the remuneration received by Pullman porters. Their earnings from tips, the petitioners say, amount to $7,000,000 a year. This sum, they assert, is saved by the operating company from what otherwise would have to be paid in wages. The basic pay of porters is $72.50 a month, the average being about $78. A questionnaire answered by about 750 porters yielded data indicating that each receives tips averaging $58.15 a month. Reported earnings from tips varied widely, depending on the runs and the time of year. A few reported receiving more than $200 a month in tips; others reported only $15 to $20.

The Company's Position.

The burden of the porters' petition is that the operating company has perpetuated the tipping practice through not paying higher wages to its porters. The petitioners ask that the Pullman Company be ordered not to "influence" passengers to provide in this way a large part of the porters' compensation.

Inits reply to the porters' petition the Pullman Company says that there is "no obligation on the part of passengers to give gratuities or tips and no right of the porters to demand them." It denounces the move as a "palpable effort to accomplish by indirection what may not properly be accomplished by direction." The real purpose of the petitioners is to secure increase in wages and change in working conditions, and as to these subjects, the company argues, the Interstate Commerce Commission is without authority.

A survey of the subject in a recent number of The Monthly Labor Review of the United States Bureau of Labor Statistics contains citations of a similar stand against tipping by labor organizations to which chauffeurs, hotel and restaurant employes and barbers belong.

"The official policy of the International Brotherhood of Teamsters, Chauffeurs, Stablemen and Helpers is that of opposition to the tipping system on the ground that acceptance of tips places the recipient in the position of a menial," says The Labor Review. But it does not appear that the organization has forbidden its members to accept gratuities.

The position of the Hotel and Restaurant Employes' International Alliance and the Bartenders' International League, as defined in The Labor Review survey, seems likewise to be one of discouragement rather than outright prohibition. In all these cases the war on tipping seems to be linked up with demands for higher wages and better working conditions.

PULLMAN COMPANY DENIES PORTERS' "TIPS" COMPLAINT

Washington, October 8.—(AP)—The Pullman company today took issue before the interstate commerce commission with the Brotherhood of Sleeping Car Porters which recently protested that Pullman porters faced the necessity of receiving pay in part in "tips" from the traveling public. The porters' complaint to the commission declared that the uncertain returns from "tips" was a discrimination which the commission might remedy.

In the Pullman company's answer, filed [illegible] it was contended that the "real purpose of the petitioners was to secure an increase in wages and a change in working conditions." The interstate commerce commission, it was added, has no jurisdiction over such matters because another arm of the government has been expressly created by congress to supervise railroad labor controversies.

NATIONAL URBAN LEAGUE LABOR CONDITION REPORT

Gains and Losses In Industries As They Affect Negro Labor Throughout The Country

Many Leaving The Unions Because Of Discrimination

NEW YORK, Sept. 26.—July and August were typical of the usual mid-summer slackening in industry. These months are chosen for inventories, repairs, alterations and the like necessitating the release of many workers for a short time. An unusually large number of plants throughout the country is still working on part time schedules. Road construction afforded employment to a large number of unskilled workers. What might have been a critical situation in Pittsburgh was aided by the coal mine strike which has provided employment for steel workers freed from their customary labors because of reduced forces and short schedules of the mills. Buffalo, Cleveland, Toledo and other parts of Ohio cut schedules and reduced forces causing more shifting from city to city than is usual even during July and August. From Akron and Minneapolis bulletins were circulated informing prospective newcomers of the scarcity of work and advising postponement of their visit until employment conditions became brighter. So great has unemployment in Fort Wayne affected the permanency of the Negro population that the city's only colored dentist is moving to another section.

Gains

Nevertheless some marked improvements were reported for July and August. In Cape Girardeau, Mo., work was begun on the $1,500,000 traffic bridge with twenty experienced Negroes as sand hoggers. In Philadelphia the subway which is now under construction is employing a large number of Negroes. Some of these are being placed as foremen. In San Antonio several new hotels are employing colored waiters and some cafes have dismissed their white waiters and are employing colored. In Pine Bluff there is a heavy demand for unskilled labor in auto-body plants. A night force has been established and an addition to the plant is being built. In the saw mills and on the street car tracks Negroes are finding employment in Hot Springs. There has been a slight gain in the brick mason, plumbing and plastering trades in Winston-Salem and Negroes are being employed on many of the large jobs throughout the city. The West Hotel of Minneapolis has employed a colored chef and kitchen crew. This is doubtless due to the fine record of ten years of service made by the headwaiter. This hotel is now using colored elevator girls. Another hotel in Minneapolis has opened with a full line of waiters. The A. and P. stores in Baltimore in the colored neighborhoods are now employing Negro clerks. At least four have begun work already. Another chain store corporation followed the A. and P. in the use of colored help. A white firm in Baltimore has employed a Negro boy as assistant to chemist. A few Negroes were added to the police force in Detroit. A prominent hotel in Boston is now employing colored help. One factory in Brooklyn has recently employed eight Negroes, and an automobile paint shop employed its first colored painter. In Portland a young woman has been placed as an attendant in the Physio Therapy Department of the State Industrial commission. Two large plants have recently opened up in Milwaukee with a Negro as foreman and two as straw bosses. Negro union building tradesmen are working on Bamberger's store in Newark, a ten million dollar structure which will require two years for completion. Newark also witnessed the placement of twenty girls in a dress factory, the first to be employed as pressers in that shop.

Losses

In Portland six regular and two extra waitresses were discharged from a popular cafe because the manager was promised increased patronage if white waitresses were substituted. The colored girls were given written references stating that they were not being replaced because of inefficiency as their work was most satisfactory. The Pennsylvania Railroad has laid off two hundred or more Negroes in Columbus. Negroes are suffering lay-offs from the mills in Pittsburgh. Most of the mills in that district are running half time to four or five days a week. Considerable loss was experienced in Baltimore due to a strike in the factory. Bassloss among the factory workers in Fort Winston-Salem. declare that their reason for so doing is that on the whole there is as much discrimination against the Negro without as there is in the union.

Organized Labor

In Pittsburgh there is a noticeable change in the relation of Negroes to organized labor. Former union men who now work as strikers in the mills in Pittsburgh. Most of the larger buildings. The Bas- Foundry and Rolling Mills in For- all in- to four days Wayne are still working three t 50 per- a week. In Buffalo all in- cent capacity. There has been com-

PORTERS ASSAIL TIPPING

Pullman Brotherhood Calls Practice a "Hold-Over From Slavery," Preventing Higher Wages

TIPPING, which has survived so many assaults, is to be attacked from a new angle. The appeal is to be directed to the tip-taker rather than the tip-giver. The out-standing feature of the proposal at present is a request made by union-ized Pullman car porters to the Interstate Commerce Commission for an order prohibiting the practice. The commission has taken the case under consideration and will soon hold a hearing on it.

Similar campaigns against tipping are being agitated among other workers, such as waiters, barbers and taxicab drivers, who customarily accept tips offered by patrons. No other group, however, has gone so far as the unionized Pullman porters. The appeal to the Interstate Commerce Commission was made formally by the Brotherhood of Sleeping Car Porters, which claims a membership of 7,000. In its petition the organization rates tipping as a "hold-over from slavery." It is pointed out that the operation of sleeping cars began in this country in 1867. Only negroes, many of them ex-slaves, were employed as porters. This, says the petition, caused the work to be look[ed] on as "menial and servile" and led to the giving and taking of gratuities.

Tips have always constituted a large part of the [re]ceived by porters. Their earnin[gs], the petitioners say, amo[unt] to 7,000,000 a year. This sum, [as]sert, is saved by the operating [com]pany from what otherwise wo[uld] have to be paid in wages. The [a]verage of porters is $72.50 a mo[nth], the average being about $78. A questionnaire answered by about 750 porters yielded data indicating that each receives tips averaging $58.15 a month. Reported earnings from tips varied widely, depending on the runs and the time of year. A few reported receiving more than $200 a month in tips; others reported only $15 to $20.

The Company's Position.

The burden of the porters' petition is that the operating company has perpetuated the tipping practice through not paying higher wages to its porters. The petitioners ask that the Pullman Company be ordered not to "influence" passengers to provide in this way a large part of the porters' compensation.

Inits reply to the porters' petition the Pullman Company says that there is "no obligation on the part of passengers to give gratuities or tips and no right of the porters to demand them." It denounces the move as a "palpable effort to accomplish by indirection what may not properly be accomplished by direction." The real purpose of the petitioners is to secure increase in wages and change in working conditions, and as to these subjects, the company argues, the Interstate Commerce Commission is without authority.

A survey of the subject in a recent number of The Monthly Labor Review of the United States Bureau of Labor Statistics contains citations of a similar stand against tipping by labor organizations to which chauffeurs, hotel and restaurant employes and barbers belong.

"The official policy of the International Brotherhood of Teamsters, Chauffeurs, Stablemen and Helpers is that of opposition to the tipping system on the ground that acceptance of tips places the recipient in the position of a menial," says The Labor Review. But it does not appear that the organization has forbidden its members to accept gratuities.

The position of the Hotel and Restaurant Employes' International Alliance and the Bartenders' International League, as defined in The Labor Review survey, seems likewise to be one of discouragement rather than outright prohibition. In all these cases the war on tipping seems to be linked up with demands for higher wages and better working conditions.

The Negro Working Woman

THE Negro woman is a worker. There are very few leisure class women among us. Under slavery our women toiled in the field, and labored in the house.

Today large numbers still slave on farms in the South and in domestic service all over the country. But thousands have gone into factories, mills and shops in the big cities. We have also developed a considerable professional class of teachers, doctors, nurses and lawyers.

The last census reported nearly 2,000,000 colored women gainfully employed. This took no account, however, of the Negro wife, who is almost always a wage earner, as well as homemaker. She adds to the slim family income by taking in washing or going out to work by the day.

Small pay, filthy work, and long hours are the lot of the colored woman in industry. All the evils of the South, lynching, disfranchisment, poor schools, Jim Crow laws, peonage and the chain gang which bear so heavily on Negro men, are doubly hard for Negro women.

What have colored women done to soften these harsh conditions? All that she has known how to do, up to this time. For years the colored woman has been the backbone of every race betterment movement. She has given freely of her meagre earnings for education and charity.

The National Federation of Colored Women's Clubs has aided every drive for redress and justice.

Leaders among the women have been persons who believed in impressing the owning class with one's worth or asking for justice.

But pleas have not lessened lynching and worth while work has not abolished one rotten borough in the South.

The idea is gaining ground that the heartless cruelties practised toward the Negro are terrorist methods designed to keep him a slave working class.

If this is so, this fight for better conditions is a worker's fight. The colored woman is prepared to fight. She has had training on the picket line in Passaic, in New York and in Chicago. Her answer to discrimination is organization.

Of all the working class, the Negro woman is least organized. But she at last realizes the power of organized labor. She recognizes her own power as a worker.

Now only a few factory workers belong to progressive unions in the large cities. The number will grow as the colored woman herself goes out to organize her sisters.

Have we any examples of revolutionary leadership? Yes. Harriet Tubman, fugitive slave, made nineteen trips back into slave territory, and brought out over three hundred slaves.

Sojourner Truth, freed, when slavery was abolished in New York, gave her time, and used her simple eloquence in the abolitionist cause.

Their example will inspire us.

Christian Science Monitor
BOSTON, MASS.
DEC 31 1927

RAIL PORTERS SEEK TO UNITE NEGRO WORKER

Would Abolish Tips for "Reasonable Wage"—Public's Support Asked

Organization of Negro labor in the United States is the ultimate goal of the Brotherhood of Sleeping Car Porters, which is carrying its campaign for abolishment of the tipping system and substitution of "a reasonable wage" into the larger railroad centers of the United States, in an effort to gain public support for the movement, according to Silas M. Taylor, organizer of the brotherhood for Boston, where the next conference will be held.

This meeting will be the second of a series which will be continued in Washington, Chicago, Kansas City and St. Louis, all of which are intended to be informative, according to Mr. Taylor, who states that the tipping system now involves public gratuities of some $7,000,000 a year to approximately 11,000 porters.

The Pullman Company, he declared is the largest employer of Negro labor in the United States, thus making this the key group of a practically unorganized American Negro labor, and fitted to carry on the movement for organization.

Some Interesting Figures

Explaining the personal aims of the Brotherhood of Sleeping Car Porters, himself just having completed a period of 40 years of service, he asserted that the minimum wage paid porters was $72.50 a month, and that this wage was based on a mileage system by which the porter must cover 11,000 miles or complete almost 400 hours of road service during the month before being eligible for any overtime pay.

Quoting statistics compiled by the Labor Bureau Inc., he showed that the average monthly mileage covered by a porter was 10,402, or less than the distance on which overtime would be based; that the average wage was $78 a month; that tips averaged $58 a month, or $7.56 per run; but that occupational expenses such as uniform, meals, shoe polish, etc., averaged more than $33 a month.

The union is asking a minimum wage of $150, which would make possible the abolishment of the tipping system, he said. They are also asking a month's service of 240 hours, instead of the nearly 400 hours now in vogue, basing their request on the fact that Pullman conductors are given the 240-hour month.

Hours of Sleep

Citing further union requests and the facts upon which they are based, Mr. Taylor said that there was a demand for pay for "preparatory and terminal time," explaining that a porter leaving New York for Washington at midnight had to report for work at 7:00, thus working five hours, but receiving no pay until his train left the station.

The union also demands four hours sleep the first night out and six hours sleep on the second and third night for porters, he concluded, this question constituting one of the most pressing problems in their lives. Taking as an example the New York to Key West and return run, he said that the porter is allowed only three hours sleep the first night, none at all on the second and third nights and again three hours sleep on the fourth night, making a total of six hours in a 96-hour run, whereas the conductor on the same run is allowed two full nights and 10 hours.

Labor—1927
Occupation, Wages, etc.

General

THE NEGRO IN INDUSTRY

By HELEN G. NORTON

"The Negro in Industry" was the subject of a two-day symposium at Brookwood Labor College, Katonah, N. Y., May 19-20. The sessions were exceedingly valuable to the students of the college, all of whom are trade unionists who will go back shortly to active work in the labor movement; and no less valuable, perhaps, to the leaders of the discussion, some of whom came together for the first time. They represented various phases of activity, from the National Urban League and the N. A. A. C. P. to unions such as the Pullman Porters and Dining Car Employes, not forgetting the "professors" who discussed cultural and social phases of the problem.

The history of Negro labor in the United States and the present situation with regard to union organization were presented by A. L. Harris of the Anthropological Department of Columbia University and Assistant Editor of THE MESSENGER, and Charles S. Johnson of the National Urban League.

There are 65,500 Negroes among the 1,500,000 organized workers of the country, according to a recent survey made by the League, Mr. Johnson said. Of these, 14,500 are in Negro organizations in New York. The rest are distributed among the longshoremen, hod carriers, musicians, garment workers, and hotel and restaurant employes.

While the list of trade unions which bar Negro membership by constitutional provision or ritual is small, the number of Negroes excluded thereby is 43,800, Mr. Johnson pointed out. These include boilermakers, switchmen, railway telegraphers, machinists, blacksmiths, railway carmen, mail clerks, and the four railroad brotherhoods.

Unions which, while not constitutionally barring them, do discriminate against Negro membership in practice, include the electrical workers who, with a membership of 142,000, have only 344 Negroes although there are 13,000 in the trade; the plasterers, with 100 Negroes in the union and 6,000 in the trade not organized; the plumbers with not a Negro among their 35,000 members, though there are 3,500 Negro plumbers in the country; the carpenters and painters.

Some unions admit Negroes only to separate locals such as the musicians, hotel and restaurant employes, barbers, laundry workers, textile workers, cooks and waiters. Others, such as the longshoremen and hod carriers, admit them to either mixed or separate locals, but here again there is discrimination in that a hod carrier, for instance, may not become a helper to a carpenter or bricklayer and thus be line- for apprenticeship. Negro locals are frequently organized as auxiliaries to white locals and are represented only through them.

In contrast to this dismal picture of a large and constantly increasing group of workers who must inevitably offer a menace to organized white workers not only as strike breakers but as actual competitors for jobs, two illustrations of successful Negro labor organizations were presented by men intimately concerned. R. B. Lemus, president of the Dining Car Employes, told how his organization, formed under the War Labor Board, had prospered and made successive gains in wages and hours and working conditions.

The Pullman Porters, having now 70 per cent. of porters and maids on all railways of the country on its list, was described by A. Philip Randolph and Roy Lancaster.

The sentiment, previously uttered by Ben Stolberg, that the only way that Negroes would be organized was to organize themselves and not wait for anybody else to do it, was echoed by Mr. Randolph, who said further:

"True, as matter stand, Negroes are excluded from many organizations. Nevertheless, the Negro should organize because with organization he will be more able to break down the barriers of the white labor union against him than he will without organization and even the question of union jurisdiction can be more effectively settled by a group of Negro workers if they are organized."

Pointing out that in the field of transportation there now exist several unions—the Sleeping Car Porters, Dining Car Employes, the Railway Brakemen and Switchmen, and the Hostlers—Mr. Randolph gave it as his opinion that these groups should federate, not only for the advancement of their own members, but to create some central organization which might serve as a supervisory agency in stimulating organization in other industries and to serve as a clearing house for statistical information and organization methods.

R. W. Bagnall of the N. A. A. C. P., speaking on civil liberties, pointed out that although racial prejudice was undoubtedly operative, most of the discrimination against the Negro had an economic basis; that when work was plentiful white men worked side by side with Negroes without protest, and that it was only when slackened work made competition keen that their "race hatred" was revived.

Other speakers included Norman Thomas of the League for Industrial Democracy, and E. F. Frazier of the Atlanta, Georgia, School for Social Work.

FINDS RACE WOMEN UNDER INEQUALITIES IN INDUSTRY

Investigation Shows Median Pay of Race Women $5.50 Week, While Whites Draw $11.10 In South

ONLY ONE-TENTH OF WOMEN WORKERS COLORED

Report Shows Majority Of Race Women Are Employed In Laundries and Tobacco Concerns

WASHINGTON, D. C., June 8. — (Special) Reporting on an investigation of factories, stores and laundries in twenty-eight southern cities and towns employing 16,596 colored and white women, the Women's Bureau of the United States Department of Labor states that the median week's earning to all colored women workers to be $5.50 as compared to $11.10 for white women. The median year's earnings of the colored women workers was found to be $300 as compared with $629 for the median year's earnings for white women.

Whites Paid More

The findings of the Women's Burreau show the earnings of colored women fell very much below those of white women in all instances even were they engaged in the same kind of work. While half of the colored women earned less than $6.95 a week, half of the white women earned more than $11.00 a week. There were not any colored women who received more than $20.00 a week and only about one seventh of them as much as $10.00.

Unequal Rates

The report showed that nearly all of the colored women were employed in only menial capacities. The largest groups were found to be working in laundries and their median earnings $6.55, while the figures for whites working in laundries was $9.00. In the manufacturing of tobacco products other than cigars, the industry employing the second largest number of colored women were $7.60. For the white women in this industry the median figure was $13.20.

Only Tenth Of Workers Colored

Practically all the women in the industries studied, one-half of whom worked in various branches of the textile industries, were native-born, and more than nine-tenths were white. More than one-half of the women were under 25 years of age, three in ten of them being not yet 20. Half of all the women were single and one fifth were widowed, separated, or divorced. Approximately four-fifths lived at home and nearly one-eighth lived independently.

RACE IS MAKING GAINS IN THE SKILLED TRADES

National Urban League Reports Gradual Improvements in Many Sections

Special to Journal and Guide

New York, June 29—Bulletin No. 15 of the Industrial Department of the National Urban League summarizes employment conditions as follows:

While reports from New Jersey, Ohio, Illinois, Missouri, Texas, Maryland, Virginia, Oregon, Michigan, Indiana, North Carolina, Pennsylvania, Arkansas, Texas, Massachusetts and New York showed little change in the employment status of Negro wage-earners—a situation not unlike others experienced throughout the country—some little advance was reported for both Negro women and men. The notable improvements were reported from Cleveland, Plainfield and Boston. The continuous rainfall interfered with the usual outdoor activities, but did not prevent the employment of many men in parts of the middle west which had experienced a long period of unemployment.

Favorable Conditions

In Cleveland there was a "slow but steady increase in opportunities offered men in skilled work." Two openings in positions formerly held by other workers were reported and placements showed a decided increase over those of the previous month. In Plainfield, N. J., a concern manufacturing metal toys gave employment to 50 colored girls, and reported that their work was very satisfactory. In Boston 25 new openings were obtained in hotels and 15 factory placements were secured in jobs that had not been filled by Negroes. From Texas wor dcame that Negro labor was regaining many places occupied by Mexicans, and many cities report activity in the biulidng trades.

Miscellaneous

The American Federation of Musicians protested against and thereby removed discriminatory practices against Negroes in dining rooms and hotels during its annual session in Baltimore. Several years ago this same organization's insistence brought about similar results in St. Louis.

Running only three months, a local labor union of longshoremen in Newark has a membership of 1,500. The industrial problems of Negroes living in Buffalo are promised attention by the newly formed Urban League of which William L. Evans, a former Industrial Secretary of the Chicago Urban League, is the Executive Secretary. Industry in the Pittsburgh district was enhanced when A. C Thayer, formerly of the Atlanta Urban League, took charge of the Pittsburgh League which had been without an Executive almost a year.

N. Y. WORLD
AUG 5 1927

THE PULLMAN PORTERS

To the Editor of The World:

Twenty-three months ago in New York City a group of Pullman porters, after having patiently tried the company union of the Pullman Company for six years and noted its failure satisfactorily to adjust their grievances, revolted against it and formed the Brotherhood of Sleeping Car Porters.

What does the union want? In wages the modest minimum rate of $150 a month. After over a half century the porters now receive a monthly wage of $72, a raise from $67.50 only a year ago, largely as a result of the agitation of the porters' union. But such a low wage must be subsidized in some way, hence the porters have begged from the traveling public, according to a survey by the Labor Bureau, some $9,000,000 a year in tips, or an average of $53.15 a porter monthly. This, however, is not the whole story of the porter's income, for out of the tips and wages must come occupational expenses of $23.62 for the purchase of uniforms, shoe polish for the shining of passengers' shoes, food on trains and food and lodging at terminals.

Thus the net wage of the average porter is more than $1,000 below the standard cost-of-living budget of $2,119.93 for a minimum of health and decency, as set by the United States Bureau of Labor Statistics.

This niggardly wage for the highly productive service of the porters and maids was paid by a corporation whose total net profit in 1926 was $20,124,000, or a return aggregating 20.8 per cent of the gross revenue of $96,737,000 and 14.8 per cent. on the $135,000,000 of capital stock outstanding. It is noteworthy that the total cash investment in the company has been only $32,601,238, although the present capitalization is $135,000,000, brought to that figure by reinvestment of surplus earnings and the issue of stock as dividends and in exchange for property. Since 1897 the Pullman Company has distributed $245,675,000 in cash dividends and $60,000,000 in stock dividends.

The foregoing facts ought to prove that the company can pay Pullman porters and maids a living wage and continue to earn a handsome profit. But low wages is not the only grievance of the Pullman porter. His hours are inhumanly long, since he must make 11,000 miles a month, or nearly 400 hours, crediting thirty miles to the hour, before he is entitled to compensation for overtime.

The union seeks to obtain a 240-hour work month, the regulation monthly hourage of work of all other transportation employees, including Pullman conductors who work on the same cars with Pullman porters. Under this mileage system porters are not paid for "preparatory time," or time employed in making ready the car and receiving passengers, for wages only begin when the car leaves the station. For instance, a porter leaving for Washington to-night at 12.35 A. M. will report for duty at 7.30 and work some five hours making ready his car. He isn't paid a cent for this labor, since his wages do not begin until 12.35 A. M., when the train departs. This free labor has been given the company by thousands of Pullman porters for over fifty years.

As for sleep, the union demands four hours' sleep the first night and six hours the second and third nights for porters. The question of sleep is one of the most important in the working lives of porters. The conductors obtained an adjustment of their hours of sleep while on the road, therefore the porter believes that the Pullman Company is able to provide for regular rest for the porters. For example, on the New York to Key West, Fla., and return run the conductor and porter leave New York together for four days and nights of work, the length of this run. The first night the porter is allowed a maximum of three hours' sleep, the conductor a minimum of five hours. The second night the porter is allowed no sleep at all, while the conductor is relieved and sleeps all night. The third night the same conditions prevail. The fourth night the porter is again allowed three hours, the conductor five hours. Therefore, on a run of ninety-six hours (less the few hours spent at Key West), the porter is allowed a total of six hours' sleep, the conductor two full nights and ten hours. When they return to New York the porter is allowed four rest days and the conductor five. The old jest about a "sleepy porter" is seen to have its basis in an inhuman fact.

The union seeks to remedy the "doubling out" hardship. For instance, a porter who has returned from his regular run, however long, may be "doubled out" on another run without a rest period and, besides, at a lower rate of pay than if he were on a regular run. For example, a porter who has a Western run from New York to Chicago may be required to double to Philadelphia. This short run takes a total of five hours and would command about $2.97 from the Pullman Company if a regular porter filled it. But doubling out is paid for at the rate of 60 cents for every 100 miles. Therefore the porter who is doubling from his Chicago run on his own rest time can make only 90 cents. When he returns from Philadelphia he may be out of line and must lie over until his regular line is again due out. By losing his long run and lying over without pay while he waits for it, the porter may lose nearly $5 from his month's wages, excluding the loss of tips, by doubling only once. If he refuses to double he may be discharged.

To allay the unrest which such conditions would naturally engender, the Pullman Company offers the porters and maids a series of welfare schemes. They are, for instance, granted the privilege of buying one share of stock in the company for every $500 they receive in salary; a Pullman porters' benefit association exists which pays them $10 a week sick and $1,000 death benefits if they pay $26 yearly dues. Also a porter is retired on from $15 to $18 a month if he lives to seventy years and works twenty consecutive years for the company. Then there is the Pullman Negro welfare worker, or, in the parlance of the late Samuel Gompers, "heil-fare" worker, who, without invitation, seeks to show the porters how to run their homes.

Now the Brotherhood of Sleeping Car Porters is out to change these conditions through constructive organization and education. Our case is now in the hands of the United States Mediation Board, after being denied a conference with the company on wages and working conditions, although the union embraces a majority of the porters and maids in the service, a condition entitling the union to the right to represent the porters, according to both Federal and State statutes. This question of representation is now being negotiated in Chicago by Hon. Edwin P. Morrow of the United States Mediation Board, together with officials of the Pullman Company and the union. The company contends that 85 per cent. of the porters voted for the company union in November, 1926. The union counters with 1,000 signed affidavits to show that they voted under intimidation, coercion and influence, which is a violation of the new Railway Labor Act. Moreover, Donald R. Richberg, our attorney, who, together with Alfred P. Thorn, wrote the Railway Labor Act, to which the Pullman Company subscribed as a member of the Association of Railway Executives, contends that a company union has no status under the act, that it is a violation of the act, for the law provides specifically for the self-organization of railway employees without the interference or influence of the carriers.

The union also is a service organization, seeking to co-operate with the Pullman Company to develop the highest standards of service, efficiency, initiative and responsibility.

The porters feel that it is unfair, undemocratic and un-American for the Pullman Company to recognize and co-operate with the Pullman Conductors' Union but deny recognition to and fight the Pullman Porters' Union, as was manifest in the case of Bennie Smith, brotherhood organizer, who was framed and run out of Jacksonville.

A. PHILIP RANDOLPH,
General Organizer, Brotherhood of Sleeping Car Porters.

Chicago, Ill., July 29.

Tipping.

The organized Pullman car porters are demanding a living wage and the elimination of tipping. We hope and pray that their demands be met.

A living wage is a necessity. Tipping is an unmitigated evil. Every worker should receive at least a living wage. Justice demands that he should get more, in order that he may put aside something for the day of adversity.

When a toiler's days of usefulness to his employer are ended he should not be thrown to the wolves. In his years of activity he should be encouraged to make provisions for old age, so that he will not become an object of charity. If a man's efforts are rewarded with only a living wage, he cannot save anything.

Commerce Appeal

The Brotherhood of Sleeping Car Porters have asked the Interstate Commerce Commission to take a hand in their controversy with the Pullman company. The porters want their monthly wage increased from $72.50 to $150, and tipping abolished.

It is said that in fixing the wage 9-11-27 the Pullman authorities take into consideration the amount received in tips from Pullman car patrons.

That is wrong in principle. It is an injustice to passengers and porters alike. When a traveler buys a railroad ticket and Pullman space and pays for the meals eaten on the diner, that is all that should be required of him. He is entitled to the necessary services performed by the train crew, including the duties of porters and waiters.

When the porter, the waiter or any other member of a passenger train crew starts out on his run, he should know what he is to receive in dollars and cents for the services performed. This amount should be paid by the employers, not by the road's patrons.

If the railroad or the Pullman company has to increase the fare in order to pay a decent wage, let the fare be increased in the amount necessary. By this means the additional expense entailed will be equitably distributed among the patrons and each employe will get what is coming to him. At the outset both passengers and porters will know what to expect, and can govern themselves accordingly.

We do not presume to say what the wages of a Pullman car porter should be. But we do say that they should be sufficient to enable the porter and his dependents to live comfortably and decently, and they should be paid by the company, not by the public.

There is good reason to believe that employers other than the Pullman officials, when fixing the amount of wages, take into consideration the sums received by their employes in tips. This should not be done. If the patrons of various enterprises knew that those who served them received a decent wage, they would not feel called upon to scatter bounties recklessly about.

Not only is the tipping habit a nuisance to those who do the tipping, but it has a tendency to break down the self-respect of the person tipped. A man may serve in an humble capacity without feeling himself less than a man. But if circumstance forces him to lower himself to the position of a mendicant asking alms, his spirit is broken and by degrees he may find himself drifting into the class of those who become the wards of public charity.

Tipping is inimical to the best interests of all concerned. Let's be done with it.

Labor-1927

Occupation, Wages, etc.,

General

THE NEGRO IN INDUSTRY.

The total Negro population in contenental United States in 1920 was 10,463,131, an increase over the 9,827,763 of 1910. Of this number 4, 824, 151 aged 10 years and over were engaged in gainful occupations in 1920, a decrease from 5,192,535 in 1910. The percentage of Negro population gainfully occupied is considerably larger than that of the white population.

The Negro In Industry

The total Negro population in continental United States in 1920 was 10,463,131, an increase over the 9,827,763 of 1910. Of this number 4,824,151 aged 10 years and over were engaged in gainful occupations in 1920, a decrease from 5,192,535 in 1910. The percentage of Negro population gainfully occupied is considerably larger than that of the white population.

ADVANCE

OUR PROSPERITY'S SPREAD.
THE PORTERS ARRIVE.
REALLY TWO CHANGES.
RED, AND BRIGHT RED.

The good thing about American prosperity is that it spreads further and further from the great control sources of wealth. In ancient days, a rich nobleman in his palace was surrounded by ignorant, miserable, half-starved, barefoot peasants. Later the owner of a great factory in New England had the "satisfaction" of knowing as he lay in bed before daybreak that the men and women were already on the way to his mill to make money for him and earn for themselves barely enough to keep alive.

That has changed, and will change more. Millions of men go to work in automobiles. And the automobile widens their sphere of labor. A carpenter or bricklayer can work comfortably anywhere within fifteen or twenty miles of his dwelling. That change is as important, almost, as the invention of the locomotive.

The Dives-Lazarus dinner party is over. Dives still has more than he needs, more than he should have, but Lazarous has plenty, and travels in his little limousine while waiting to travel in Abraham's bosom.

It would have interested you to see a Southern Pacific train getting ready to start from Oakland, one evening last week. Half a dozen well-kept, good automobiles drove up, one after another. A man, well dressed, contented, prosperous-looking, got out of each. His wife, who changed to the wheel to drive the car home, was prosperous-looking and proud to take her husband to his work. Those were colored porters of the Southern Pacific Pullman cars and their wives.

What a change from the days of Uncle Tom's Cabin, and the change is as great for white workers as it is for colored men. Seventy-five years ago pious New Englanders, excited about "abolition" and the terrible lot of poor black slaves in the South, were told by the late Albert Brisbane, "By all means free the black slaves in the South. But what about white slaves in your own New England factories? What about the white women who go to work in your cotton mills before daylight and get home after dark? It is worse than black slavery, because the black slave owner keeps him fed and healthy that he may continue to live and work, whereas you don't care what happens to your white slaves, since you can get, for nothing, more when they die."

Slavery can be and has been as bad on a "wage basis" as on a basis of physical slave ownership. Modern industry, highly productive, intensely organized, immensely profitable, takes a step toward civilization when it allows those that do the work and produce the comforts to have some comfort for themselves.

Those colored women, driving their husbands to work, in good automobiles, will cause the foolish to ask, "Dear me, what is the world coming to?" It is coming to better days, greater happiness for the crowd and greater security for the few that skim off the cream.

Certain clergymen are accused of being "red." Their accusers want them investigated by a Congressional Judiciary Committee.

A clergymen is "red" when he doesn't believe that a whale swallowed Jonah and coughed him up on the land.

He is "red" if he believes that the advice to give all to the poor was really meant seriously.

He is "red" if he doubts that Joshua made the sun stand still in its trip around the earth, in spite of the fact that it doesn't go around the earth.

He is "red" if he says the four angels could not have stood on the four corners of the earth because it hasn't four corners.

And he is BRIGHT red, if he thinks anything should be done to let everybody have enough, here, where so many have too much.

Are We To Be Crowded Out of Hotel Jobs?

Forewarned and viewing the trend of labor conditions the Newport News Negro Business League is sending a delegation to New York to appear before the lessees of the Chamberlin-Vanderbilt hotel, now under construction at Old Point, in behalf of the employment of Negro waiters, bellmen, porters and barbers in the operation of the new hostelry. It is paradoxical, in the light of Southern customs and time-worn traditions, that members of our race should have to enter a formal and special plea, backed up by the strongest sort of influence, to get a chance here in the South to cook, to wait upon the table, and to polish shoes. But such is true. If we are correctly informed there are white people of standing and influence in Newport News who are opposing the employment of colored labor in this hotel.

Now, as every one knows, we in the South have been admonished to labor with our hands, and to "let down our buckets where we are," rather than to forsake the vocations which have been ours by tradition and inheritance, for other fields of labor in other climes. The money that is spent by the State on Negro schools is used largely in giving manual and vocational training. But of what avail is this policy on the part of our Southern people if they are going to take away from us the jobs they are preparing us to fill? If they do we have recourse only to vagrancy and migration. Our white employers should remember that the money paid to Negroes in wages is returned directly to them in trade.

It would be misleading to say that there are white people who need these jobs. It is true that there are white persons who will take them, but it is equally true that nine opportunities for employment are open to the whites, where one is open to the blacks, so why not give the blacks one chance out of ten?

It must be said to the credit of Norfolk people, and the Northern lessees of the new Cavalier hotel at Virginia Beach that in arranging the labor personnel for the operation of this magnificent enterprise, generous provision was made for the Negro. There are Negro waiters and bellmen at the Cavalier, and so far as we have been able to learn both guests and lessees are highly satisfied with their services. We hope they will so deport themselves, and so maintain their efficiency that they will be retained in these jobs.

The colored people of Newport News, Hampton and Phoebus can furnish capable labor for the operation of the new Chamberlin-Vanderbilt hotel and we hope that they will be permitted to do so.

NEWPORT NEWS

VIRGINIA

APR 30 1927

NEGROES IN THE NORTH.

The exodus of negro laborers from the South to the North is said to be giving the people of the far South more or less concern. But what are the negroes doing in the North? Recently when a man from Virginia was leaving New York he was met at the Pennsylvania station by a polite colored youth who took his bags from the taxi and piloted him through the big building to the sleeping car. The colored youth was very friendly and talked freely to the Southerner, knowing that the white man was "some o' our folks." He said that he was one of four hundred "red caps," and that none of them received any pay from the railroad company, being dependent for their wage on the voluntary "tips" of persons whose baggage they "toted." He was asked why he chose that somewhat uncertain mode of employment, and replied that it was "Hobson's choice."

"The white foreigners have all the hotel jobs," said he.

Just what the colored laborers are doing in New York and other Northern cities we do not know. But the traveler through Pennsylvania, New York and New England sees very few of them as he moves along. In some of the New England cities recently visited by this writer colored persons are almost as rare as Chinese.

White Men, Wealthy Year Ago, Take Negroes' Jobs Digging Ditches in Florida Cities

Accompanying his letter describing the misfortunes which befell many persons from the north who went to Florida expecting to make a cleanup in real estate speculation or in business, William Brockmeyer, formerly a salesman residing in Helena, has sent to The Independent a number of snapshots of men digging a ditch at Lake Worth, Florida, for their daily bread. These men replaced negro laborers who were laid off to give white men an opportunity to earn their daily bread.

Storms and floods which inflicted great damage and ruined many an investor a year and a half ago, were followed recently by bank failures which completed the financial wreckage of many men who rated themselves worth from $50,000 to a half million dollars. But, like the nervy men they are, they are working cheerfully and confident as ever that Florida will stage a come-back and make it possible for them to retrieve their shattered fortunes.

Face Future Cheerfully.

Brockmeyer arrived in Florida from Helena too late to take any active part in real estate speculation while at its peak. He witnessed the excitement and has seen the misfortunes which befell many northerners but his confidence in the ultimate success of the state is unshaken.

Mr. Brockmeyer, under the caption, "Don't Count Your Chickens Before They Hatch," writes:

"That is a saying older than you or I. However, it can be used over and over again to very good advantage, especially so in connection with this article that I am writing. Glance at these picture before starting to read about it, then you will probably find them much more interesting to look at after you have finished the story.

"It is hard to believe that many of the men you see pictured here working in that ditch for $5 per day are men who less than eighteen months ago rated themselves worth anywhere from fifty thousand to one-half million dollars. How different it is with them today! But they are not afraid to work, not ashamed to work, because it is no disgrace to earn your bread by any honest occupation. Nevertheless, it is a mighty tough realization for those who were not used to that kind of labor.

Some Became Rich.

"The real estate boom in Florida created riches over night for those who were satisfied to let the other fellow make something on his speculation, but it's the same old story with so many, 'It's going higher and higher, I must not let loose yet,' so they held on. They are still in the real estate game as you can see by this, only in a different way.

"The crash came like a thunderbolt out of a clear sky, and in its wake came the two terrible storms that visited these parts of Florida last summer, followed by the final blow of blows, bank failures. Thousands of people in all walks of life suffered through this last disaster, and the picture herewith shown will give you a faint idea of its results.

"This city that I live in, realizing the very necessity of finding employment for their financial sufferers, after the closing of its two only banks, arranged with one of the large sewer contractors here to lay off their negro laborers, and replace them with the white help of the town. This seemed to be a very logical thing to do, considering that this particular town does not allow colored people to reside within the city limits of Lake Worth. Furthermore, who could pay their taxes if the people had no income, saying nothing about the bare necessities of life, such as bread.

They Have Stout Hearts.

"So the boys are all working. Yes, it's hard work all right, but they are facing the ordeal with stout hearts. They know that Florida will come back strong again, but they intend to play a different hand next time. I might mention here that the writer holds the same opinion about the come-back of Florida, although I arrived a little too late in this state from Helena to take any active part in the purchase of real estate at its peak, I certainly enjoyed looking on at the excitement, and cheering them on to victory."

PULLMAN PORTERS receive from the Pullman Company about $44 a month (plus $34 required for lodging, meals away from home, etc.) and from the public in tips an average of $58.15 per month. It isn't much, even so, for the porter; but the tips save the Pullman Company $7,000,000 a year. Accordingly, the company has just increased its dividend rate from 8 to 10 per cent. As Henry T. Hunt says, "The railroad presidents are a dull lot. They should long ago have introduced the tipping system to pay ticket agents, conductors, and brakemen!" What a saving—to the companies—it would be!

MORE LABOR IN FOUNDRIES

Statistics Show Shops Had A Continuous Run Of Work During 1926

WASHINGTON, D. C., Feb. 17—In a review of wages and hours in foundries and machine shops in 1925, the United States Bureau of Labor Statistics shatters the belief that the eight-hour day is in general effect.

Average full-time hours per week for males in foundries of the United States as a whole were 52.4 in 1923 and 51.5 in 1925, and in machine shops 50.8 in 1923 and 50.4 in 1925.

Average full-time hours in foundries in 1925 range from 47.1 per week in Oregon to 56.1 in Georgia, and in machine shops from 46.4 in California to 54.5 in Kansas. The industry average for all the states combined is 51.5 hours per week for foundries and 50.4 per week for machine shops.

Average full-time earnings per week for males ranged from $23.07 for laborers to $36.35 for toolmakers in 1925.

"A large number of the plants covered in this study did not pay any extra time for overtime," the report states.

"Of the 413 foundries covered 156 paid no additional rate for overtime work, 126 paid time and one-half for all overtime, 65 paid time and one-half for overtime on week days and double time Sunday and holidays and 35 paid time and one-half for overtime on week days up until midnight and double time after midnight, and all work on Sundays and holidays.

"A higher percentage of machine shops allowed additional rates for overtime than foundries as only 116 of the 511 covered reported no extra time for overtime."

Labor - 1927
Occupation. Wages, etc.,

General.

THE COMPANY'S CONFERENCE

What Happened in the Last Pullman Employee Plan Wage Conference

(Analysis of Minutes Continued from Last Issue)

By A. PHILIP RANDOLPH

On the fifth day of the Conference, according to the minutes, Floor Leader, Porter Anderson, read Rule 1, paragraph (a) and stated that in view of statements made by the Management, the porters' representatives (?) had taken this cause under further consideration, and had agreed to a compromise measure of 10,000 miles per month as the limit after which over-time would be paid. This is 1,000 miles less than the regular mileage, but 2,800 more than the Pullman conductors make, and still the Management rejected it and forced the 11,000 mileage on the conference.

Then the Floor Leader requested the Management to give their views on what is termed "preparatory time." Evidently the Management assumed that the porters were either hopelessly ignorant or safely scared to death. Listen to this:

Says Mr. Simmons: "I have not been able to figure out why a porter who is paid, say $90.00 per month, or at any monthly rate, should care whether the car is turning wheels or not."

Can you beat that? In other words, a porter should not care whether he is worked eight hours or 14 hours a day just so long as he is paid $72 or $90 a month. If the porter should not care whether the car is turning wheels or not, why is it the Company cares, as is shown by the fact the porter's time or pay does not begin until the train leaves the station or when the wheels begin turning and ends when the train arrives or when the wheels stop turning. What is sauce for the goose is sauce for the gander.

Continues Mr. Simmons: "He works 26 days and is off four days, the equivalent of four Sundays and when paid by the month it should be immaterial whether the wheels of his car are rolling."

Is that so? All other railroad workers are very much concerned. Even granting that a porter is paid by the month it is very material whether he works 240 hours a month or 400 hours. The former may represent a fair hourage, the latter may represent a dangerous physical exhaustion. This is the reason why the railroad workers have insisted upon the 240 hour month.

Here is a specimen of Mr. Simmon's reasoning: "Suppose, he (the porter) was out with a special party for a three months' trip and they stop at the Grand Canyon for a month; he might say that was all preparatory time because the car was not running; though that is not true and we pay him by the month for his services while the car is not running."

This example proves nothing. It is simple and self-evident that from the porters' angle of interest, it does not make a particle of difference whether he spends a month at the Grand Canyon or at the Grand Central Terminal, he is putting in service time for the Company and insists that it is fair and just that he be paid upon an hourage basis, since it makes all the difference in the world to the porter whether he puts in 350 hours of service time or 240 at the Grand Canyon or the Grand Central. No intelligent porter would want to give up all of his time during a month in service to the Company even if it gave him a thousand dollars a month, for over-work means a broken down health and an early death. The reason for the demand of the workers everywhere for a shorter work day, week or month, is that they want more leisure with which to enjoy the fruits of their labor.

Says Mr. Simmons further: "Suppose the car was parked and used for a hotel or hospital purposes as we did during the cyclone disaster a year ago in Southern Illinois. The car was not moving, it was not preparatory time, yet the porters' pay went on just the same."

Well, weren't the porters on duty? They were under orders of the Company. They were not on the cars out of any desire of theirs. They would much rather have been at home. They were there because of the necessities of the service. They were entitled to pay just as the engineers, Pullman and train conductors and the other part of the train crew were entitled to and received pay. Would Mr. Simmons agree that because a ship was hit by a storm at sea and it was anchored and assumed the role of a sort of hospital for the injured or served as a hospital for the passengers of another wrecked ship, that the sailors should not be paid, because the ship was not actually sailing? Whether a car is moving or not, if a porter is on under orders of the Company, he is giving service-time and should be paid for same on an hourage basis. The fact that there is a rule that a porter should never leave his car unprotected is proof that his presence on the car either at the terminal station or the Grand Canyon is important, material and valuable to the Company.

Continues Mr. Simmons in his labored fallacious reasoning: "The real question is about overtime for excess mileage under the plan established by the United States Government."

But how can there be any overtime with a mileage of 11,000 miles which but a handful of porters are even able to make? The accumulated mileage column is a bottomless pit which can swallow up all the delayed arrival hours and the miles the average porter can make and still cause the porter to come up short of any overtime.

It is interesting to note that the reference to the mileage plan as established by the U. S. Government was intended to give the 11,000 miles some color of fairness. Why is it the Government didn't fix any such unreasonable mileage plan for any other group of workers? The reason is that the other workers were organized, whereas the porters were not.

"Reducing the mileage from 11,000 to 10,000 miles as requested by you would tend to equalize the difference between preparatory time on the long lines and on the short lines as would likewise the payment for delayed train arrivals which you have requested," whatever that means. Surely Mr. Simmons does not cite this as any reason for maintaining the 11,000 mileage plan. They raised this same strawman to the conductors. But they didn't fall for it. But of course, that Company Union outfit would fall for anything, for they didn't know what it was all about. And even if they knew, they wouldn't have dared to say so. They were securely muzzled.

Mr. Murdock, of California, suggested that if the time book would show when the porter reported for work and would also show the time he was released, instead of simply showing the time of car departure and time of car arrival, then there would not be nearly so much discussion about preparatory time and in that way men would know how many hours of home rest they were to have.

While this might be so, still it would not alter the fact that porters were putting in service time for which they were not paid. It would only show the enormous number of hours a porter was working for such little pay.

Mr. Simmons agreed that this was a very good suggestion, and said that he felt that the time sheet should be a record of the work performed and time put in by the porter, rather than a record of train departures and arrivals and that he would take this matter up with the Accounting Department and endeavor to have the time sheet changed accordingly.

Apparently the Management is always ready to make an immaterial change.

Mr. Simmons then took up for discussion the change that porters wanted made by adding to Rule 3, a new paragraph, reading:

"Porters operating on standard sleeping cars on one night runs will not be required to make more than two round trips without relief."

It was discussed and the meeting adjourned.

The Negro in Industry, 1926

By T. ARNOLD HILL

THE year 1926 was one of genuine prosperity. Unemployment was not widespread and wages were at the highest peak of the nation's history. No strikes of national significance arose and foreign and domestic commerce flourished. Industrial conditions affecting Negroes kept pace with this prosperity, resulting in new uses for their labor, North and South, in order to meet demands for workers. For a time an oversupply of Negro labor in certain northern centers seemed imminent. This was in the Spring when the usual migratory trek makes its way from the South. It was then that warning was circulated that New York, Chicago, Pittsburgh, Detroit, St. Louis, Philadelphia, St. Paul, and other centers, more or less popular with migrant Negroes had a surplus of labor and prospective newcomers should be prepared for a reasonable period of unemployment if they moved into them. But this condition soon passed and the steady normal flow North continued.

Early in the year, "in order to keep the public informed of the essential changes in industry in various parts of the country," the Industrial Relations Department of the National Urban League announced its intention to release monthly bulleteins compiled from reports of advisors located throughout the United States. The first bulletin appeared in June. This service, while still imperfect, was the first monthly guage of the gains and losses of Negro

Labor - 1927
Occupation, Wages, etc.,

General.

The Messenger
February 1927
New York City

THE COMPANY'S CONFERENCE

What Happened in the Last Pullman Employee Plan Wage Conference

(Analysis of Minutes Continued from Last Issue)

By A. PHILIP RANDOLPH

On the fifth day of the Conference, according to the minutes, Floor Leader, Porter Anderson, read Rule 1, paragraph (a) and stated that in view of statements made by the Management, the porters' representatives (?) had taken this cause under further consideration and had agreed to a compromise measure of 10,000 miles per month as the limit after which over-time would be paid. This is 1,000 miles less than the regular mileage, but 2,800 more than the Pullman conductors make, and still the Management rejected it and forced the 11,000 mileage on the conference.

Then the Floor Leader requested the Management to give their views on what is termed "preparatory time." Evidently the Management assumed that the porters were either hopelessly ignorant or safely scared to death. Listen to this:

Says Mr. Simmons: "I have not been able to figure out why a porter who is paid, say $90.00 per month, or at any monthly rate, should care whether the car is turning wheels or not."

Can you beat that? In other words, a porter should not care whether he is worked eight hours or 14 hours a day just so long as he is paid $72 or $90 a month. If the porter should not care whether the car is turning wheels or not, why is it the Company cares, as is shown by the fact the porter's time or pay does not begin until the train leaves the station or when the wheels begin turning and ends when the train arrives or when the wheels stop turning. What is sauce for the goose is sauce for the gander.

Continues Mr. Simmons: "He works 26 days and is off four days, the equivalent of four Sundays and when paid by the month it should be immaterial whether the wheels of his car are rolling."

Is that so? All other railroad workers are very much concerned. Even granting that a porter is paid by the month it is very material whether he works 240 hours a month or 400 hours. The former may represent a fair hourage, the latter may represent a dangerous physical exhaustion. This is the reason why the railroad workers have insisted upon the 240 hour month.

Here is a specimen of Mr. Simmon's reasoning: "Suppose, he (the porter) was out with a special party for a three months' trip and they stop at the Grand Canyon for a month; he might say that was all preparatory time because the car was not running; though that is not true and we pay him by the month for his services while the car is not running."

This example proves nothing. It is simple and self-evident that from the porters' angle of interest, it does not make a particle of difference whether he spends a month at the Grand Canyon or at the Grand Central Terminal, he is putting in service time for the Company and insists that it is fair and just that he be paid upon an hourage basis, since it makes all the difference in the world to the porter whether he puts in 350 hours of service time or 240 at the Grand Canyon or the Grand Central. No intelligent porter would want to give up all of his time during a month in service to the Company even if it gave him a thousand dollars a month, for over-work means a broken down health and an early death. The reason for the demand of the workers everywhere for a shorter work day, week or month, is that they want more leisure with which to enjoy the fruits of their labor.

Says Mr. Simmons further: "Suppose the car was parked and used for a hotel or hospital purposes as we did during the cyclone disaster a year ago in Southern Illinois. The car was not moving, it was not preparatory time, yet the porters' pay went on just the same."

Well, weren't the porters on duty? They were under orders of the Company. They were not on the cars out of any desire of theirs. They would much rather have been at home. They were there because of the necessities of the service. They were entitled to pay just as the engineers, Pullman and train conductors and the other part of the train crew were entitled to and received pay. Would Mr. Simmons agree that because a ship was hit by a storm at sea and it was anchored and assumed the role of a sort of hospital for the injured or served as a hospital for the passengers of another wrecked ship, that the sailors should not be paid, because the ship was not actually sailing? Whether a car is moving or not, if a porter is on under orders of the Company, he is giving service-time and should be paid for same on an hourage basis. The fact that there is a rule that a porter should never leave his car unprotected is proof that his presence on the car either at the terminal station or the Grand Canyon is important, material and valuable to the Company.

Continues Mr. Simmons in his labored fallacious reasoning: "The real question is about overtime for excess mileage under the plan established by the United States Government."

But how can there be any overtime with a mileage of 11,000 miles which but a handful of porters are even able to make? The accumulated mileage column is a bottomless pit which can swallow up all the delayed arrival hours and the miles the average porter can make and still cause the porter to come up short of any overtime.

It is interesting to note that the reference to the mileage plan as established by the U. S. Government was intended to give the 11,000 miles some color of fairness. Why is it the Government didn't fix any such unreasonable mileage plan for any other group of workers? The reason is that the other workers were organized, whereas the porters were not.

"Reducing the mileage from 11,000 to 10,000 miles as requested by you would tend to equalize the difference between preparatory time on the long lines and on the short lines as would likewise the payment for delayed train arrivals which you have requested," whatever that means. Surely Mr. Simmons does not cite this as any reason for maintaining the 11,000 mileage plan. They raised this same straw-man to the conductors. But they didn't fall for it. But of course, that Company Union outfit would fall for anything, for they didn't know what it was all about. And even if they knew, they wouldn't have dared to say so. They were securely muzzled.

Mr. Murdock, of California, suggested that if the time book would show when the porter reported for work and would also show the time he was released, instead of simply showing the time of car departure and time of car arrival, then there would not be nearly so much discussion about preparatory time and in that way men would know how many hours of home rest they were to have.

While this might be so, still it would not alter the fact that porters were putting in service time for which they were not paid. It would only show the enormous number of hours a porter was working for such little pay.

Mr. Simmons agreed that this was a very good suggestion, and said that he felt that the time sheet should be a record of the work performed and time put in by the porter, rather than a record of train departures and arrivals and that he would take this matter up with the Accounting Department and endeavor to have the time sheet changed accordingly.

Apparently the Management is always ready to make an immaterial change.

Mr. Simmons then took up for discussion the change that porters wanted made by adding to Rule 3, a new paragraph, reading:

"Porters operating on standard sleeping cars on one night runs will not be required to make more than two round trips without relief."

It was discussed and the meeting adjourned.

The Negro in Industry, 1926

By T. ARNOLD HILL

THE year 1926 was one of genuine prosperity. Unemployment was not widespread and wages were at the highest peak of the nation's history. No strikes of national significance arose and foreign and domestic commerce flourished. Industrial conditions affecting Negroes kept pace with this prosperity, resulting in new uses for their labor North and South, in order to meet demands for workers. For a time an oversupply of Negro labor in certain northern centers seemed imminent. This was in the Spring when the usual migratory trek makes its way from the South. It was then that warning was circulated that New York, Chicago, Pittsburgh, Detroit, St. Louis, Philadelphia, St. Paul, and other centers, more or less popular with migrant Negroes had a surplus of labor and prospective newcomers should be prepared for a reasonable period of unemployment if they moved into them. But this condition soon passed and the steady normal flow North continued.

Early in the year, "in order to keep the public informed of the essential changes in industry in various parts of the country," the Industrial Relations Department of the National Urban League announced its intention to release monthly bulleteins compiled from reports of advisors located throughout the United States. The first bulletin appeared in June. This service, while still imperfect, was the first monthly guage of the gains and losses of Negro

workers, of their experiences with organized labor, of their movement from place to place in search of work and of the effect of industrial reactions upon them.

These dispatches revealed no unusual migration, but a movement to Florida during the recent real estate boom and after the hurricane, the regular student hegira in the summer, an increased movement to Missouri, Arkansas, and Texas during the cotton picking season; workers coming into the cities from the country in the early fall, and the customary slight southern migration in the winter, which was compensated for as usual by an exodus North in the Spring and Summer. There were notations on the attitude of labor unions toward Negro participation, reports of advances and recessions in industry, stories of stranded students to whom the curtailment of employment as Pullman porters was a disappointment, (as many as seventeen were provided with free transportation in June from Louisville) results of campaigns in Boston, Philadelphia and New York to awaken interest in the work problems of Negroes, and an account of the signing of a bill by Mayor Sims of Atlanta granting a minimum wage of $100 per month for all "white" skilled and semi-skilled city employees.

Charles Moore, the first Negro street car conductor in Boston.

Last year was a banner period for the railroads, the cotton crop of the South, the building of public roads, the construction of buildings and the manufacture of automobiles and trucks. That this high level of well-being encompassed the Negro is proved by reports from Illinois and points in the East where bids were made for colored track workers and wages for this work were higher than those in other lines usually employing Negroes. So great was the demand for cotton pickers in Texas, Arkansas, Tennessee, and Missouri that labor agents patroled Chicago and St. Louis and daily excursions from nearby southern cities failed to supply the demand. From his office in Jefferson City, Missouri, Robert S. Cobb, representing the Missouri Negro Industrial Commission reported:

> "The state department of Labor and the Negro Industrial Commission are now making a special effort to secure migrants to harvest the cotton crop in southeastern Missouri. Offices will be established in St. Louis and points in the extreme southeastern section of the state. The cotton crop is one of the best in the history of the state. Many Negroes are buying land and are planning to become permanent citizens."

From scattered points all over the country it was possible to note a constantly increasing number of Negroes in road building and street repairing. Tulsa added to its Negro employees in the water and street departments, New Jersey annexed additional Negroes to its street-paving gangs and Detroit had up-

> In the mining sections of Kentucy and in small cities throughout Ohio evidences of progress are of record. Ohio closed the year with Negroes used more generally throughout the state than in any other state in the North.

But there were failures as well as successes, Minneapolis showed little improvement, despite efforts to awaken an interest in new opportunities for Negroes. Its twin city, St. Paul, failed to get foundry jobs which had been promised and Negroes, unable to find work, left the city. Fort Wayne lost foundry laborers and railroad shop workers. Kansas City reported a loss in street workers. Colored waiters were replaced by white when a hotel in Chicago changed hands. A call for help was withdrawn in Philadelphia when a colored man appeared for the position.

The year closed with three cities (Baltimore, Columbus, and Chicago) ready for industrial campaigns or "Negro in Industry Week." These campaigns were inaugurated last year by the Industrial Relations Department of the National Urban League and successfully conducted in two cities. As a result of the Philadelphia campaign letters were sent out by the Friends Service Society to all Quaker business men of the Philadelphia district, advocating the use of colored workers. The City Club devoted a noonday luncheon to a discussion of the subject and the radio was used twice during a week to broadcast facts about Negro employees. In Boston a similar campaign resulted in more calls for employees than the office of the Urban League there was able to fill. A joint committee for the Employment of Negroes in Harlem has been formed in New York City. This committee has issued a folder containing the following information:

> In the United States more than ten thousand colored women are being employed as stenographers and bookkeepers;
>
> More than five thousand colored women are employed as clerks in stores;
>
> Skilled and semi-skilled colored workmen are employed by the Ford, Cadillac, Packard and other Motor Companies in large numbers;
>
> In New York City, Negro workers are employed in 316 of the 321 specific occupations listed in the 1920 census;
>
> Several hundred colored girls are employed as stenographers and typists in the municipal and state offices located in New York City;
>
> Colored men are capable in their employment as clerks and bookkeepers in the Federal offices of the city;
>
> A bookkeeper in one of the large downtown banks is a Negro;
>
> The Dobbins Coal Company and the Stokes Coal Company employ colored salesmen;
>
> The Standard Oil Company employs colored men as file clerks in its executive offices;
>
> The Brooklyn Manhattan Transit Company employs colored clerks;
>
> Macy's Department Store has a colored saleslady in its shoe department;
>
> The Singer Sewing Machine Company has colored salesmen ;
>
> Several public offices and private agencies have colored clerical workers;
>
> A Harlem bank has employed a colored stenographer for many years;
>
> A large insurance company employs colored boys as junior clerks;
>
> Colored girls have served as salesladies in local stores and with very good success;
>
> In hundreds of shops in the city colored and white artisans work together amicably.

These evidences of progress; namely, a changing attitude on the part of organized labor, more male and female workers of color laboring in establishments and even types of employment that once were closed to them, an improved attitude on the part of Southern employers, are of course encouraging. They are all the more significant because they occurred, for the most part, in sections of the country that have only recently experimented with Negro workers, except as porters and domestics. The constant and ever increasing use of colored workers attests the success of the experiment, dispels the fable of race inefficiency and physical weakness, and answers pessimists who insist that the two races cannot work together peaceably.

Labor - 1927
Occupation, Wages, etc.,
General

NEGRO LABOR AND PUBLIC UTILITIES

By GEORGE S. SCHUYLER

(Black citizens are forced to purchase the services of the various public utilities throughout the nation, just as other citizens are. There is no alternative. When, however, the Negro consumer as worker applies for a job at the telegraph office the express office or the offices of the companies selling street railway service, gas and electric light and power, he meets with a far from democratic reception. Here and there of course, you will find a dark brother or sister getting by, but such cases are few and far between. In previous numbers of THE MESSENGER *we presented part of the facts gathered in a nation-wide survey. Over sixty cities, each with a Negro population of over* 10,000, *were covered. Below you will find the remainder of the glad news. Glance down and get an eyeful.)*

WESTERN UNION TELEGRAPH COMPANY

Note, dear readers, the following reply from Mr. W. H. Spry, City Superintendent at Newark, N. J. (16,977 Negroes), who very nicely avoids in his explanation a lot of things we dark folks might be interested in knowing.

"We employ no Negroes in Newark, probably in larger cities with more diversified requirements Negroes are employed in other than technical lines. The telegraph business is made up largely of the technical, as in cities where there is but one telegraph operator, such a person would be a manager and Morse operator and messenger combined, and as the cities are largely recruited from all sources including the messenger forces; progression takes place through the initiative of the individual." Yes, yes! Go on!

Then we jump down to dear old Knoxville, Tenn. (11,302 Negroes), where the local management sends us the reassuring news that Negroes are hired as janitors.

Further South we move, and finally we get to New Orleans where William A. Porteous, the City Superintendent, megaphones that the company only employs Negroes as "porters, elevator attendants and maids." This news will be received with enthusiasm by the young blacks in New Orleans who are anxious to carve out a career for themselves in this field.

Mr. S. S. Scothorn, the City Superintendent at San Antonio, Texas, (14,341 Negroes) sends us an equally encouraging radio from the shadow of the Alamo: "We have only two Negroes in our employ and they act in the capacity of janitors."

In Wilmington, Del., (10,746 Negroes) an even greater opportunity is given the ambitious Negro to improve himself, for Mr. C. J. Radman, the Manager, writes us: "Our company does not employ Negroes in the city of Wilmington."

As a sort of joker, let me end this survey of the attitude of the Western Union Telegraph Company toward Negro labor by quoting from a letter sent in by Andrew F. Burleigh, Vice President and Secretary of the company located at the general offices, 195 Broadway, New York City. Says he:

"We do employ Negroes without discrimination as far as I know, in positions which they appear at the time of employment to be competent to fill. (How about Messengers?—Ed.) As to just what positions they occupy I am not advised, as our operations are very widely extended and we have upwards of sixty thousand employees."

POSTAL TELEGRAPH-CABLE COMPANY

The first station we get on our trusty old three-tube set is Mobile, Ala., (23,906 Negroes). The manager tells us "Our two linemen here, at this writing, are Negroes," and says further that Negroes are employed "as linemen, porters and at one time as telegraph messengers."

Following which comes the stimulating report from Mr. J. T. Logue, Superintendent of the Fifth District, Southern Division, Jacksonville, Florida. "We employ Negroes in the district under my jurisdiction," says he, "which comprises the State of Florida, only as porters and messengers." So ends the investigation of the telegraph companies. It can be readily seen what splendid opportunities they offer the citizens of color.

TELEPHONE COMPANIES

There is no doubt but that the Negroes pay huge sums to the telephone trusts every month. Well, what chance have they when it comes to getting a job? Read on, Brother, read on!

Our first stop is Lexington, Ky., (12,450 Negroes). The Fayette Home Telephone Company sent in a nice snappy reply: "We employ four Negroes as follows—3 janitors and 1 maid."

Then Mr. W. S. Henley, the District Manager of the Southern Bell Telephone and Telegraph Company at Savannah, Ga., (39,179 Negroes) reports: "We do not employ Negroes in positions of a skilled, clerical or managerial nature. We do employ Negroes as janitors, elevator men, maids and yardmen."

From the Cumberland Telephone and Telegraph Co. Inc., at Meridian, Miss., (8,343 Negroes) we gather in the stimulating message that the descendants of Ham are employed only as common labor.

But do not despair, Oh, Children of the Sun! We are about to take a long trip to the liberal North, the land of opportunity. We drop our anchor at Gary, Ind., (16,460 Negroes). Mr. J. J. Carroll, Commercial Manager of the Illinois Bell Telephone Co., greets us with the following:

"The Telephone Company at Gary (for whom I am the Local Business Manager), does not employ Negroes in positions of skilled, clerical and managerial nature. We do, however, occasionally employ them as janitors. At the present time there are in our employ at Gary, Ind., 162 Telephone men and women, all of whom are white." Hooray for the North!

The plot, or rather, the jobs thicken when we go back to Macon, Ga., (23,093 Negroes), where the District Manager of the Southern Bell Telephone and Telegraph Company, says: "Negroes are employed as groundmen, janitors, elevator operators, maids and cooks." It will be noted, however, that the way to higher positions is barred as elsewhere.

A similar report comes from the Southwestern Bell Telephone Company at Oklahoma City, Okla. (8,241 Negroes), where we learn from R. J. Benzel, the General Manager, that "We employ Negroes in positions of janitors, elevator operators, and assistants in the cafeteria." It will be observed that while we can *wait on* the white help, we cannot *work with* the white help.

AMERICAN EXPRESS COMPANY

We have, ladies and gentlemen, reports from just two more cities on the employment of Negroes by this big trust. Our first message comes from dear old, tolerant Miami, Fla. (9,270 Negroes), and the General Agent says, "At Miami we do not employ any Negroes in positions of a skilled, clerical or managerial nature. We employ Negroes in the capacity of laborers." So that's that!

The other radio reaches us from the good city of Winston-Salem, N. C., and here is what was said: "Employed as truck drivers and porters."

This concludes our survey of the big express trust. Like all of the companies, it practices jim crowism everywhere.

STREET CARS, GAS AND ELECTRIC POWER AND LIGHT COMPANIES

Dayton, O. (7,029 Negroes), is the first to claim our attention. The City Railway Company, which doubtless has many Negro passengers, tells us that it employs six Negroes: 5 car washers and 1 janitor.

Then comes the Dayton Street Railway Company saying, "Janitors and Car Washers." Fine town, Dayton!

But the Roanoke Gas Light Company gives the dark brother a much better break than that, for they report that they have one gas house foreman "37 years' experience with this company, salary $180 per." Besides it has employed "2 firemen, 1 ass't. foreman, 2 water gas makers, 2 gas main caulkers, 20 laborers and gas makers."

Moving to the westward, we hear from the Nashville Railway and Light Company, doing business in the capital city of Tennessee (35,633). "Laborers only" is the sad refrain from the Athens of Aframerica.

Back to Ole Virginny. We stop at Richmond (54,041 Negroes), and get an earful from Mr. Geo. H. Whitfield, Director, Department of Public Utilities. That worthy tells us, "The City of Richmond does not employ Negroes directly. However, it lets out to contract considerable street work and the contractors employ Negroes for excavation and common labor." All the Negro employes need then, is a strong back and a weak brain.

Cultured Boston (16,350 Negroes), now enters the discussion with a short contribution from the General Manager of the Boston Elevated Railway. Says he: "We make no discrimination whatever in the employment of labor. Practically all of the Negroes in our employ are porters. We have one Negro employe in car service." Wonder does this company employ black clerks, bookkeepers, motormen, etc.? Now don't laugh!

A rather unusual radio comes our way from Baltimore (108,322 Negroes), in the celebrated Maryland Free State, where the mention of Prohibition is taboo. Says Mr. Geo. D. Penniman, Jr., Assistant Manager of the Consolidated Gas Electric Light and Power Company of Baltimore, "We have no Negro employes on clerical work but have a large number on work requiring semi-skilled men in connection with the manufacture and distribution of gas. Also, in the distribution work we have in the past used to advantage a few capable Negroes in the capacaity of Foreman. . . . I will list below some of the occupations on which we have Negroes working.: Porters, Laborers, Foreman, Tapper, Chauffeur, Caulker, Pipe Layer, Cement Finisher, Boiler Operator, Fire Cleaner."

The Chief Engineer of the Indianapolis (34,678 Negroes) Light and Heat Company, says, in reply to our query, "We do not employ Negroes for positions of skilled,

clerical or managerial nature. They are employed only for ordinary labor work." So!

But the Secretary-Treasurer of the Indianapolis Street Railway Company somewhat cheers us by the following message (I said "somewhat"): "This company employs a large number of Negroes in various positions, to one of whom is intrusted the conveying of cash from the different car stations to the Terminal Station Counting Room. Some of the Assistant Foremen in the Track Department are also of the colored race. A large number fill janitor and assistant janitor positions." But suppose a Negro wants something better than a laboring, janitor or messenger job. Will he get it? That, as Hamlet said, is the question.

From Washington (109,966 Negroes), the place where all the run-down lawyers go, Mr. A. G. Neal, Vice President and Comptroller of the Washington Railway and Electric Company, writes: "They are not employed in clerical positions or in a managerial capacity. Our records indicate they serve us in the following capacities: Curve greasers and switchmen, Pitmen, Truck operators, Watchmen and Lampmen, Pavers, Compressor operators, Power Saw, Concrete mixer operators, 1st Class Trackmen, 2nd Class Tackmen, Laborers, Storeroom helper." Some day this company may have openings for Howard graduates. I said *some day!*

The Potomac Electric Power Company, which is the same as the above named concern and of whom the same gentleman occupies the same position, reports: "There are four Negroes employed as Foremen of Overhead Line groups and Conduit Construction groups, composed of Negro employes. There are other Negro employes employed as Linemen and Laborers, and a few as Messengers." Probably Kelly Miller was right when he said that Washington is "Negro Heaven."

The following sweet note arrived from Mr. S. E. Linton, General Manager, Nashville Gas and Heating Company: "We have about 175 Negro employees, who are loyal, faithful and intelligent, and of a high class of laborers, many of whom have been with the company for many years. Most of them are unskilled laborers, some are semi-skilled and some are mechanics. These employees are all good citizens. Many own their homes, or are buying them, and they find and fill a most needed place in the economic life of this community."

From the Mobile Gas Company, however, we get the sad news that Negroes are only employed as laborers.

Going North a bit we stop in Augusta, Ga. (22,582 Negroes), and hear a heartening message from the General Manager of the Augusta-Aiken Railway and Electric Corporation. He tells us, "We have some six or eight skilled Negro linemen, working under a white foreman. We employ linemen, helpers, pitmen in car shops, car cleaner and track and roadway forces."

Then comes a radio from the Cleveland Electric Illuminating Company telling us that Negroes are employed there as "common laborers, brick masons, unskilled class of power plant work, garage helpers, washers, drivers of passenger cars, mail distributors and reception room clerks." All of which isn't bad for Cleveland.

Back down South again to Macon, Ga. (23,093 Negroes), and the Macon Railway and Light Co., the Macon Gas Co., and the Central Georgia Power Company, all report that they employ no Negroes. Dear old Georgia!

Thence west to the land of sunshine, fakirs and movies—California. Mr. R. B. Hill, the superintendent of operation of the Los Angeles Railway, tells us: "The Los Angeles Railway employs Negroes only as janitors, scrubbers and car cleaners.' That's good advertising for California, yes'

But the Gulf States Utilities Company a Beaumont, Texas (13,210 Negroes) doesn't do as well as the City of Angels, for we received the laconic reply: "Laborers."

And then we go to Florida (as all good Americans eventually do) and we land in Miami. There Mr. A. L. Reynolds of The Miami Beach Railway Company, says: "We do not employ Negroes in positions of a skilled, clerical or managerial nature. However, the Negroes are employed for labor on track work, car cleaners and porters." So much for beautiful Miami!

But the Oklahoma Railway Company of Oklahoma City, Okla. (8,241 Negroes), sends in a reply even less encouraging: "We have some Negroes employed as laborers."

From the shadow of Lookout Mountain we receive this heartening note, sent in by the Chattanooga (18,000 Negroes) Gas Company: "Trench and ditch diggers." What, may we ask, could be shorter, if not sweeter?

We return to the Alamo again and get a word from Mr. Wm. W. Holden, Mgr. of the Traction Department of the San Antonio (Texas) Public Service Company. He says: "The San Antonio Public Service Company employs Negroes as car cleaners, building porters and as helpers to skilled mechanics. Two of the Negroes are subforemen over groups of Negro car cleaners." From the other branches of the company furnishing gas and electricity to the 15,000 Negroes, we learn that Negroes are only employed as "porters, laborers, etc."

The South Carolina Power Company at Charleston, S. C., sends in this brief answer to our query: "We employ Negroes as power house firemen, helpers, porters and common laborers." Which isn't the worst record imaginable.

Last, but surely not least, we publish the reply of Mr. Neil Callahan, President of the Vicksburg Gas Company in Vicksburg, Miss. (9,148 Negroes): "We have four Negroes in our employ in skilled positions; two as operators, one as fireman and one as pipe fitter, and all four of these are good steady men.

"In addition to this we have five Negroes in our employ as assistants to white mechanics and they are all good steady men.

"When laying mains and such like work during every summer period, we employ quite a number of Negroes as common laborers at good wages." Suppose the public utilities did as much elsewhere.

So here endeth our first survey. Our readers may not know it, but the vast majority of these companies are in reality owned and controlled by a mere handful of people, although the companies all have different names. How is it done, you ask? Interlocking directorates is the answer. The Big Boys who own the large hunks of stock in these companies are all hot for the Tuskegee-Hampton type of education and swear by all the Gods that education will solve the race problem. But the real race problem is the problem of wages, labor and promotion, and these Big Boys make no effort to break down the color discrimination in industry that relegates the Negro generally to the lowest places in the industrial hierarchy. Many of these Big Utilities Men are on the Boards of Trustees of little Negro colleges and get off a swarm of wise cracks at meetings of the Interracial Commission and at Commencements, but you can see what hope they hold out generally to our young men and women.

PULLMAN PORTERS WANT HIGHER WAGES

(Preston News Service)

WASHINGTON, D. C. June 4—Because of the small wage of about $58 a month on tips, a total for the United States of about $9,000,000 a year, has created a dire necessity among Pullman Porters for higher wages. Most of them are willing, it is said, to give up the tipping privilege entirely for shorter hours, more pay and recognition of the union of Sleeping Car Porters.

This is the burden of a petition filed with the Federal Mediation Board by the officials of the Pullman Porters' Brotherhood, which claims a membership of nearly two-thirds of the pullman porters and maids.

The petition also askes that the mediation board recognize the union as the employees' official spokesman, in place of the Porters' Benefit Association, which is characterized as a "company union."

The petition goes on to say that the average wage is now about $72.50 a month for 400 hours' work per month, or an average af 13 hours for 30 days, The porters ask for a 240-hour month.

While the $58 tipping average mean an average total income of $130 a month, tipping varies so widely, the petition says, that some porters make about $15 a month from it, while others make $200 or more.

But the porters want the tipping system entirely abolished, it encourages longer hours because they want to stay on the trains to collect tips; produces unequal pay for equal work, and encourages obsequiousness among Negroes and thus hinders the race's chance for advancement, they say.

They also assert that in-asmuch as the porter's service is an essential part of the comodity sold by the pullman company the system enables the company to charge the public twice, once in its own rates and once in the savings on porters' salaries.

Better sleeping accomodations on night runs, and certain changes in trip schedules are also asked.

Negro Rail Employes Secure Wage Increases

Washington, August 5—Wage increases of 40 cents per day for firemen and 35 cents per day for hostlers and helpers on twelve southeastern railroads were announced last week by the United States Board of Mediation. A minimum daily rate of $5.60 was also fixed for firemen in passenger service.

As estimated by Rienzi B. Lemus, president of the Brotherhood of Dining-Car Employees, the award made by the Board of Mediation means an approximate yearly increase of $950,000 for the colored firemen, hostlers, and helpers. The men receiving the increase are employes of the Atlantic Coast Line, the Chesapeake and Ohio, Louisville and Nashville, Central of Georgia, Clinchfield; Louisville, Henderson and St. Louis; Nashville, Chattanooga and St. Louis; Norfolk and Western, Norfolk Southern; Richmond, Fredericksburg and Potomac; Tennessee Central, and Jackson Terminal lines.

Georgia

Labor - 1927

Occupation, Wages, etc.

THIS

Augusta, Ga. CHRONICLE

SEP 6 1927

NEGROES ACTING AS PULLMAN OPERATORS ON GEORGIA TRAINS

Inquiry of the local Pullman office here disclosed information to the effect that it is understood that the railroad conductors take up the tickets on the cars operated on the trains referred to and that travel was so light on the Pullmans in question that expenses could not be made on the cars. It is stated that the railroad conductors really assist to a large extent in handling the Pullmans on these trains.

The Chronicle Bureau,
The Kimball House,
Jno. W. Hammond, Mgr.

Atlanta, Ga., Sept. 5 (Special)—The information that the pullman railroad service on Georgia Railroad trains No. 5 and 6 between Atlanta and Augusta, is being operated entirely with negroes in charge as conductors has been checked up and found to be entirely correct.

This practice has been in operation about two weeks and, when called on today for information touching the matter, the superintendent's office of the Pullman company in Atlanta very curtly replied that "we have nothing to say about that at all."

It is found to be quite true however, from an examination at the trains, that negroes are in charge, acting as conductor and porter and today there was found that some expression of resentment among passengers.

So far as can be learned there was no notice given the Georgia public service commission of this intention to curtail service on the pullman cars between Atlanta and Augusta by dismissal of white conductors and doubling the duty on the negro porters, although the state commission has entire jurisdiction over all forms of railroad service in the state, and this service is totally an intra-state service over which no question of interstate commerce commission jurisdiction enters. All members of the Georgia commission were absent from the capitol today on account of Labor Day, but so far as can be learned the commission has taken no step whatever in the premises, though the use of the negro porter-conductors has been openly known for a couple of weeks.

In railroad circles there is a disposition to believe that the action was in a way designed to "punish Augusta." Because the business interests of that city several weeks ago so strongly protested against the Georgia Railroad's petition to take off two principal main line trains that the Georgia commission declined that part of the road's petition.

This, however, can hardly be the case since the railroad does not employ the pullman conductors, but rather enjoys the full benefits of the 50 per cent "surcharge" which the Pullman company collects under compulsion of law, and turns over to the railroad company. The Georgia commission. it will be recalled, issued an order some years ago prohibiting the collection of this "surcharge" on any intra-state business in Georgia, but the railroads took the case of the federal jurisdiction and the Georgia order was killed.

The declination of the Pullman officials in Atlanta to make any explanation of the existing practice, or to give any reason therefor, and particularly the curtness of the declination, are somewhat surprising.

Augusta, Ga. CHRONICLE

DEC 23 1927

GEORGIA GLEANINGS

APPRECIATED COLORED CITIZENS

It is ever a pleasure to recognize merit and faithfulness to duty, especially when worthy colored citizens deserve commendation. The Savannah Press calls attention to honors bestowed upon two worthy colored citizens, a tribute that is desreved. It says:

"The Savannah Press contained a story about a testimonial awarded to John F. Jones, the colored porter of a prominent house in Savannah, the oldest living representatives of the naval stores business in Savannah.

"He entered the employment of a prominent house in October, 1879, and for nearly fifty years has occupied this position.

"The regard of his present employers and the consideration of the naval stores trade generally are shown in the presentation which has been made to him by the different houses engaged in this business. In all that time he has been efficient and faithful.

"In this connection attention has been called to "the Courier," for November, issued by the Western Railway of Alabama and the Georgia Railroad. It is an interesting and prettily printed magazine.

"One of the illustrations is of faces seen at the LaGrange agency of the Atlanta & West Point Railroad, thirty-seven years ago. One of the group is Owen Boyd, the colored porter, who is still connected with the LaGrange agency with a service record of forty years.

"Such recognition of two faithful colored employes is striking and proper. These veterans have been honored in Christmas presentation and in photography. The LaGrange man is pictured in the group of veterans on one of the oldest railroads in Georgia.—Sandersville Progress.

Labor - 1927
Occupation, Wages, etc.,

HERALD

MAY 1927

Some Smoke

Things are geting a little better in Atlanta about state-house affairs.

As yet, The Constitution has not intruded upon its own editorial columns but Jim Holloman is shelling the woods. More discussion in Atlanta newspapers is what we need.

Hollomon criticises Auditor Sam Slate and defends Secretary of State McLendon. That's fine.

Slate needs no defense at our hands, and he can take care of himself. He has been filling a mean job in a fine way, and the thanks of the people of Georgia are due him. Frankly, we did not believe Slate had it in him to do what he has done up to now. We knew he was a politician of the incessant kind, and we shuddered when we heard he was being given the responsible position of auditor.

Secretary McLendon needs no defense at our hands either. He seems to be trying to make a goat out of his former cashier, Cook, the son of the late Phil Cook. It is a notorious fact that work in selling automobile tags is not properly organized and is inefficient—that is a responsiblity resting on Secretary McLendon.

Georgia is a large state and every tag must be sold from the state-house. This work of details ought to be decentralized. If changes in the law must be made, then let them come quick.

Regardless of whether or not Secretary McLendon ought to let the list of tag owners go to the Children's Home Society to be sold and the money used for charity, it is not a healthy condition for state offices.

John Hammond recently compiled a list of the names and salaries as received by the negro porters at the State Capitol. Some of them receive as high as $175 per month, while several white men and white girl stenographers at the capitol do not receive as much as $100 per month. The Georgia Legislature should turn its attention this summer to the actual value of some of these porters and see if they can't be weeded out.

And Auditor Slate should continue to investigate all departments and make such recommendations as he see fit.

MAY 27 1927

COLORED VETERANS RECEIVE EMBLEMS

Savannah Is Well Represented in Central's List

Fifty colored veterans from Savannah were among the 150 employes of more than 25 years service receiving emblems from President Pelley at a barbecue in Macon yesterday. The colored veterans were guests of the railroad at the barbecue served in Central City Park.

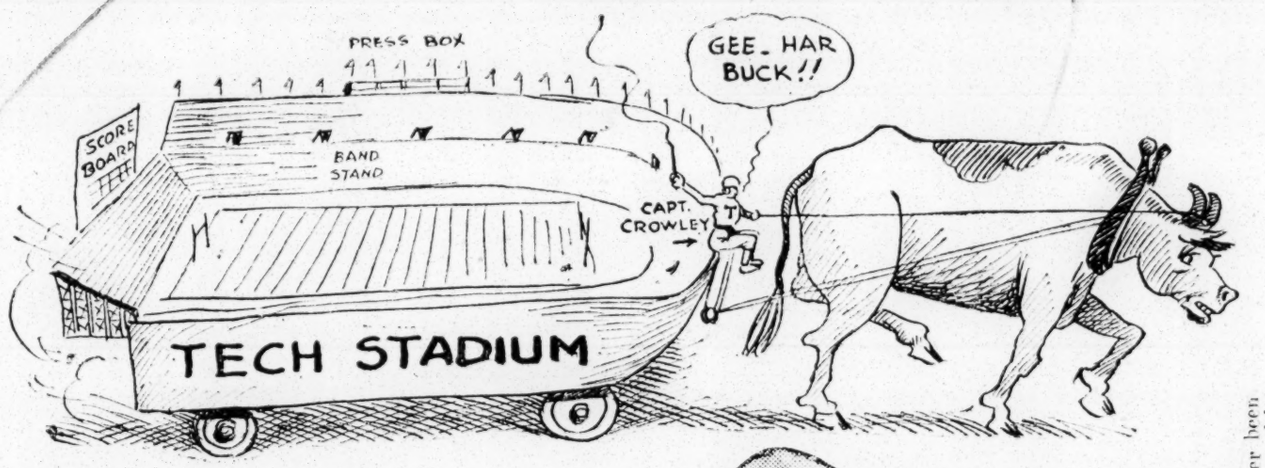
There were seven colored veterans with more than 50 years service among these Abner Chieves, pensioned laborer of Savannah. Lucius Murray, porter at Millen, had the longest term of service of those still in active employ, his service being 53 years. Others among the Savannah delegation receiving emblems were Joe Hunter, fireman, 48 years; Marshall Merchison, sweeper, 47 years; Mack Merchison, porter, 45 years; Eddie Andrews, laborer, 44 years; William Holder, 44 years; Sipio Minis, brick mason, 44 years; William Lovett, 43 years; Henry Brown, 42 years. There were three women among the colored veterans receiving emblems. Meeting addressed by President Pelley, vice president, Lawton and Jacob Reichert, all of Savannah. The importance of safety work was stressed. Appreciation expressed to the management and loyalty pledged in addresses delivered by several of the veterans. W. A. Spillers of Macon, serving the barbcue, complimented President Pelley with a huge cake upon which the president's name was engraved in icing scroll.

Georgia

"Lanky" Has Cooked 122,240,000 Meals

:: *ALL BEEVES IF HOOKED UP TO TECH STADIUM WOULD HAUL IT AWAY* ::

During 25-Year Regime at Georgia Tech



Above is an artist's conception of the Georgia Tech stadium being pulled by a gigantic ox, representing the composite of all the beef "Lankey" has cooked for the students during his 25 years as chef of the institution. At the right is "Lankey," himself, in a characteristic pose.

There's romance in eating steak!

Or something like that. Ponder sometime, while masticating an unusually tough piece of the alleged edible. Think of the energy and the power that is being ground between your molars. Or maybe the teeth still belong to the dentist. At any rate, think of it.

Professor F. C. Snow, of the civil engineering department of Georgia Tech, did, and here's the answer:

Dusky Robert Wallace, otherwise known as "Lankey" Robertson, who is chief chef for all the "rambling wrecks" out on Techwood drive and thereabouts, has cooked enough beef for Tech students, which if brought to life and yoked together as oxen, would have sufficient bull-power to pull the new Tech stadium at a speed of one foot per second.

It happened this way. "Lankey" has been cook at Tech since the second Sunday in March, 1902. Now that's a long time, and in that period, "Lankey" has supervised the preparation of 20,340 meals for 15,000 students. If you're bright at figures, you know offhand that this gives a total of 122,240,000 meals that "Lankey" has cooked.

In every good meal, there's some beef. Just how much doesn't matter, but Professor Snow figured it all out and arrived at the result given above. Of course, if you want to argue with Professor Snow over the accuracy of his figures, go right ahead.

The total amount of beef cooked was decided as 60,750 tons. This much beef cooked at one time would be enough to feed the entire population of Atlanta, and after that, according to the figures, you could go around with baskets and pick up a few days' supply left over to put in the ice box for those Sunday afternoon snacks.

A good part of this beef has gone into the line and the backfield of that Tech Golden Tornado for the prep-

aration for food for the training table exception of one week, has never been is left to "Lankey," and he takes great pride in this phase of his work.

"Lankey" earns his soubriquet by virtue of being long, lean and lankey, and he is one of the best known figures on the campus. We needn't add "best-liked" for it was stated before that "Lankey" was the chef. He has never been late to work and, with the

Labor - 1927
Occupation, Wages, etc.,

HERALD

MAY 13 1927

Some Smoke

Things are geting a little better in Atlanta about state-house affairs.

As yet, The Constitution has not intruded upon its own editorial columns but Jim Holloman is shelling the woods. More discussion in Atlanta newspapers is what we need.

Hollomon criticises Auditor Sam Slate and defends Secretary of State McLendon. That's fine.

Slate needs no defense at our hands, and he can take care of himself. He has been filling a mean job in a fine way, and the thanks of the people of Georgia are due him. Frankly, we did not believe Slate had it in him to do what he has done up to now. We knew he was a politician of the incessant kind, and we shuddered when we heard he was being given the responsible position of auditor.

Secretary McLendon needs no defense at our hands either. He seems to be trying to make a goat out of his former cashier, Cook, the son of the late Phil Cook. It is a notorious fact that work in selling automobile tags is not properly organized and is inefficient—that is a responsiblity resting on Secretary McLendon.

Georgia is a large state and every tag must be sold from the state-house. This work of details ought to be decentralized. If changes in the law must be made, then let them come quick.

Regardless of whether or not Secretary McLendon ought to let the list of tag owners go to the Children's Home Society to be sold and the money used for charity, it is not a healthy condition for state offices.

John Hammond recently compiled a list of the names and salaries as received by the negro porters at the State Capitol. Some of them receive as high as $175 per month, while several white men and white girl stenographers at the capitol do not receive as much as $100 per month. The Georgia Legislature should turn its attention this summer to the actua value of some of these porters and se if they can't be weeded out.

And Auditor Slate should continu to investigate all departments an make such recommendations as he see fit.

MAY 27 1927

COLORED VETERANS RECEIVE EMBLEMS

Savannah Is Well Represented in Central's List

Fifty colored veterans from Savannah were among the 150 employes of more than 25 years service receiving emblems from President Pelley at a barbecue in Macon yesterday. The colored veterans were guests of the railroad at the barbecue served in Central City Park.

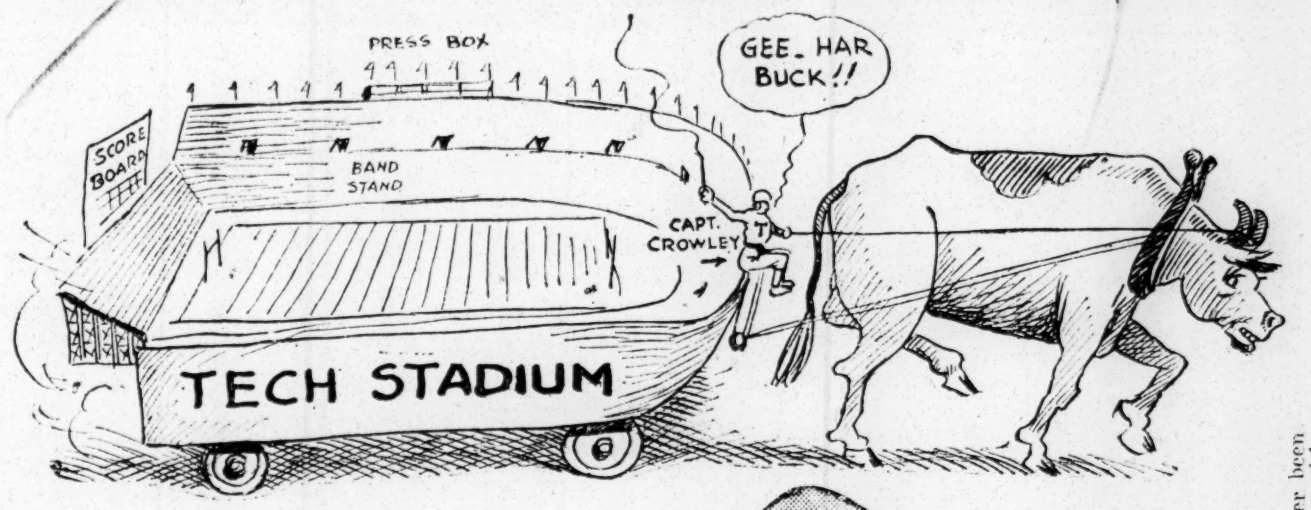
There were seven colored veterans with more than 50 years service among these Abner Chieves, pensioned laborer of Savannah. Lucius Murray, porter at Millen, had the longest term of service of those still in active employ, his service being 53 years. Others among the Savannah delegation receiving emblems were Joe Hunter, fireman, 48 years; Marshall Merchison, sweeper, 47 years; Mack Merchison, porter, 45 years; Eddie Andrews, laborer, 44 years; William Holder, 44 years; Sipio Minis, brick mason, 44 years; William Lovett, 43 years; Henry Brown, 42 years. There were three women among the colored veterans receiving emblems. Meeting addressed by President Pelley, vice president, Lawton and Jacob Reichert, all of Savannah. The importance of safety work was stressed. Appreciation expressed to the management and loyalty pledged in addresses delivered by several of the veterans. W. A. Spillers of Macon, serving the barbcue, complimented President Pelley with a huge cake upon which the president's name was engraved in icing scroll.

Georgia

"Lanky" Has Cooked 122,240,000 Meals

:: ALL BEEVES IF HOOKED UP TO TECH STADIUM WOULD HAUL IT AWAY ::

During 25-Year Regime at Georgia Tech



Above is an artist's conception of the Georgia Tech stadium being pulled by a gigantic ox, representing the composite of all the beef "Lankey" has cooked for the students during his 25 years as chef of the institution. At the right is "Lankey," himself, in a characteristic pose.

There's romance in eating steak!

Or something like that. Ponder sometime, while masticating an unusually tough piece of the alleged edible. Think of the energy and the power that is being ground between your molars. Or maybe the teeth still belong to the dentist. At any rate, think of it.

Professor F. C. Snow, of the civil engineering department of Georgia Tech, did, and here's the answer:

Dusky Robert Wallace, otherwise known as "Lankey the Cook," who is chief chef for all the "rambling wrecks" out on Techwood drive and thereabouts, has cooked enough beef for Tech students, which if brought to life and yoked together as oxen, would have sufficient bull-power to pull the new Tech stadium at a speed of one foot per second.

It happened this way. "Lankey" has been cook at Tech since the second Sunday in March, 1902. Now that's a long time, and in that period, "Lankey" has supervised the preparation of 20,340 meals for 15,000 students. If you're bright at figures, you know offhand that this gives a total of 122,240,000 meals that "Lankey" has cooked.

In every good meal, there's some beef. Just how much doesn't matter, but Professor Snow figured it all out and arrived at the result given above. Of course, if you want to argue with Professor Snow over the accuracy of his figures, go right ahead.

The total amount of beef cooked was decided as 60,750 tons. This much beef cooked at one time would be enough to feed the entire population of Atlanta, and after that, according to the figures, you could go around with baskets and pick up a 'twelve days' supply left over to put in the ice box for those Sunday afternoon snacks.

A good part of this beef has gone into the line and the backfield of Tech Golden Tornado for the preparation for food for the training table is left to "Lankey," and he takes great pride in this phase of his work.

"Lankey" earns his soubriquet by virtue of being long, lean and lankey, and he is one of the best known figures on the campus. We needn't add "best-liked" for it was stated before that "Lankey" was the chef. He has never been late to work and, with the exception of one week, has never been absent from work either with or without permission.

So, give a heed to the lowly steak, it may be tough, but still you can't pull a concrete stadium!

MACON, GA., Telegraph

SEP 7 1927

NEGROES DISPLACE WHITE CONDUCTORS

Protest Filed Against Action of Pullman Company

USED ON GEORGIA TRAINS

MACON TELEGRAPH BUREAU
105 Kimball House.

ATLANTA, Sept. 6.—Information was obtained today that the Georgia Public Service commission, immediately it was apprised of the fact that negro porters are being used by the Pullman company as conductors also on passenger trains Nos. 5 and 6, on the Georgia railroad, between Atlanta and Augusta, took the matter up with the general manager of the Georgia railroad, Mr. Wickersham, who in turn sought a conference with Superintendent Camp, of the Pullman company.

What final disposition was made of the matter today has not been learned, but the information is that the railroad had nothing whatever to do with the inauguration of this practice by the Pullman company, and has no jurisdiction over the employes of that company, or its methods of operation.

In fact, it is learned, the railroad officials were very much chagrined when they learned that the white Pullman conductors had been displaced on these trains and the work assigned to the negro porters.

JOHN W. HAMMOND.

Columbus, Ga., Enquirer-Sun

NEGRO CONDUCTORS STILL ON THE JOB

Georgia Railroad Officials Chagrined Over Action of Pullman Co.—Commission Takes Up Matter.

By JOHN W. HAMMOND.

ATLANTA, Sept. 6.—Information was obtained today that the Georgia Public Service commission, immediately it was apprised of the fact that negro porters are being used by the Pullman Company as conductors also on passenger trains 5 and 6 on the Georgia Railroad, between Atlanta and Augusta, took the matter up with the general manager of the Georgia Railroad, Mr. Wickersham who in turn sought a conference with Superintendent Camp of the Pullman Company.

What final disposition was made of the matter today has not been learned, but the information is that the railroad had nothing whatever to do with the inauguration of this practice by the Pullman Company, and has no jurisdiction over the employees of that company, or its methods of operation.

In fact, it was learned, the railroad officials were very much chagrined when they learned that the white Pullman conductors had been displaced on these trains and the work assigned to the negro porters.

Thomasville, Ga., Press

SEP 9 1927

Negros Display White Conductors

Atlanta, Sept. 6—Information was obtained today that the Georgia Public Service commission, immediately it was apprised of the fact that negro porters are being used by the Pullman company as conductors also on passenger trains 5 and 6 on the Georgia Railroad, between Atlanta and Augusta, took the matter up with the general manager of the Georgia Railroad, Mr. Wickersham who in turn sought a conference with Superintendent Camp of the Pullman Company.

What final disposition was made of the matter today has not been learned, but the information is that the railroad had nothing whatever to do with the inauguration of this practice by the Pullman Company, and has no jurisdiction over the employees of that company, or its methods of operation.

In fact, it was learned, the railroad officials were very much chagrined when they learned that the white Pullman conductors had been displaced on these trains and the work assigned to the negro porters.

First Porter Given Unusual Honors By Georgia Railroad

Moultrie, Ga.—(ANP)—Calvin Battle, who was the first porter on the Georgia Northern Railroad, died here Friday and a special car was furnished by the railroad to convey the body to Boston, Georgia, for burial. Among the officials of the railroad who accompanied the body was C. W. Pidcock, the president, who was the first conductor on the road.

Battle for thirty years served the railroad as porter and was retired on account of ill health four years ago. During the four years of his retirement the railroad has paid him his salary and placed him under the care of a specialist, but to no avail.

This Clipping From Ga. Enquirer-Sun

SEP 6 1927

Negro Porters Acting As Pullman Conductors On Georgia Railroad

BY JOHN W. HAMMOND

ATLANTA, Sept. 5.—The information that the pullman railroad service on Georgia railroad trains 5 and 6, between Atlanta and Augusta, is being operated entirely with negroes in charge as conductors has been checked up and found to be entirely correct. This practice has been in operation about two weeks and, when called on today for information touching the matter, the superintendent's office of the pullman company in Atlanta very curtly replied that "we have nothing to say about that at all".

It is found to be quite true, however, from an examination at the trains, that negroes are in charge, acting as conductor and porter, and today there was found some expression of resentment among passengers.

So far as can be learned, there was no notice given the Georgia Public Service Commission of this intention to curtail service on the pullman cars between Atlanta and Augusta by dismissal of white conductors and doubling the duty on the negro porters, although the state commission has entire jurisdiction over all forms of railroad service in the state, and this service is totally an intra-state service over which no question of interstate commerce commission jurisdiction enters.

All members of the Georgia Commission were absent from the capitol today on account of Labor Day, but so far as can be learned the commission has taken no step whatever in the premises, though the use of the negro porter-conductors has been openly known for a couple of weeks.

There has been some opinion expressed that the action was, in a way, designed to punish Augusta because the business interests of that city several weeks ago so strongly protested against the Georgia railroad's petition to take off two principal main line trains that the Georgia Commission declined that part of the road's petition. This, however, can hardly be the case since the railroad does not employ the pullman conductors, but rather enjoys the full benefits of the 50 per cent "surcharge" which the pullman company collects under compulsion of law, and turns over to the railroad company. The Georgia commission, it will be recalled, issued an order some years ago prohibiting the collection of this "surcharge" on any intra-state business in Georgia, but the railroads took the case to the Federal jurisdiction and the Georgia order was killed.

The declination of pullman officials in Atlanta to make any explanation of the existing practice, or to give any reason therefor, and, particularly, the curtness of the declination, are somewhat surprising.

Labor - 1927
Occupation, Wages, etc.

Illinois.

GAIN IN INDUSTRY BY RACE

Statistics Show A Million Negroes Have Left South And Settled In Northern Cities During The Past 10 Years

CHICAGO, April 13 —A report showing the prodigious advancement that the colored American has made in Industry during the past 10 years was given at a special Industrial Conference of the Urban League held here last week. The restricted immigration policy of the United States was given as the princple deason for the marvelous advancement of the Negro in Industry in the north.

Charles H. Johnson, editor of Opportunity and director of research of the National Urban League presented statistics which he has gathered showing that the Race is making tremendous strides forward in industry; is showing his ability to serve in skilled work, and is being more widely recognized in the changing industrial scheme of the country.

M. Johnson, in an address at the City Club of Chicago, stated that during the last 10 years more than 1,000,000 members of the race have left the plantations and other locations in the South and journeyed to the North and East to establish new homes. He reported that for the Negro population as a whole there had been a shift of 371,229 men from agricultural pursuits to industry during the last decade. These men are doing well in making their adjustment to the new life he declared

Handicaps Still Evident

"If industrial districts centering around large cities are considered," he said, "about three-fourths of the Negro population of the North in 1920 could be accounted for in the folowing: Indianapolis, Detroit-Toledo, Cleveland-Youngstown, Kansas City, Pittsburgh, Columbus, Cincinnati, St. Louis, Chicago, Philadelphia New York.

"No serious difficulties are experienced in the organized crafts of unskilled lines of work, but in the more firmly intrenched semi-skilled and skilled lines where the old immigration, the acclimated new immigration and the second generation of both, along with native American born whites hold forth, the handicaps presented to Negro membership impose restrictions on work opportunities quite as serious as those placed by traditional race attitudes of certain employers.

"One close comparison of their skill is in the iron and steel industry which might be cited reveals, according to earings per hour on piece work, 15 processes in which white workers excel Negroes, 12 processes in which Negroes excel white workers and 18 processes in which their abilities are the same."

Comparison of Activities

"Their importance to industry and the objectives of arganized labor is evidenced and certain."

Mr. Johnson reported that in the stockyards of Chicago there were 5300 Negroes in 1920 as compared with 39 in 1910 and 3201 i nthe iron and stel industries here in 1920. as compared with 17 in 1920. Negro workers comprised 19.7 per cent bf all workers in the nation's blast furnaces and rolling mills and constitute 8.01 per cent of the semiskilled workers in the steel rolling mills and 5.2 per cent of the packing house workers. They contribute 29.6 per cent of all porters, not including those employed in stores, 13.5 per cent of all servants of the nation, 20.3 per cent of the waiters, and 9.05 per cent of the janitors.

Changes in the methods of farming and the gradual breaking up of the plantation system in the South are releasing more workers from the farms. Mr. Johnson commented. He said present indications are that industries of the North will continue to draw sporadically up on Negro labor in the South.

"The demand for new labor, as Dr. Joseph Hill of the United States Census Bureau points out, will always be felt," declared Mr. Johnson. If it is figured out on a purely mathematical basis, he said, the "difference between the maximum possible number of foreign immigrants under our new law and the 10,000,000 immigrants who came between 1906 and 1914 theoretically would absorb the entire Negro population of the United States."

LABOR DEPARTMENT CONCILIATION SERVICE COMPILES STATISTICS ON LAUNDRY WORKERS

Based upon a brief study made of several typical laundery plants, Negro laundry workers of Chicago, Ill., appear to compromise approximately 65 per cent of the labor group employed in the city's massive laundries. This estimate is derived from a total working force of 625 employees of the particular establishments from which facts were gathered. Of this group 219 are white and 406 are colored; and of the last-named female laundry workers constitute nearly 75 per cent. The survey, which was made by the Department's colored representative in Chicago, discloses the fact that a large proportion of the colored laundry group was made up of workers who migrated to Chicago from the South during the past few years.

The principal occupations engaged in by the colored workers are those typical of general laundry work, on mangles, as starchers, shirt finishers, folders, etc. One employer reported six colored men "in charge" at his plant; while another reported "five who are 'foremen' or in some especially responsible position."

Another laundry employer reported in his group of fifty colored workers "three engineers and a watchman, seven washermen and wringermen, ten general workers and thirty in the flatwork department." He regarded "seven as holding responsible places" at wages up to $40 a week.

One plant reported a conciliatory arrangement whereby disputes and differences on the job could be considered and adjusted by a committee composed of representatives of the employer and of the workers.

Compared With New York

Briefly compared with New York, N. Y., whose colored laundry group appears to be approximately 20 per cent of the work force at typical plants, Chicago appears to have a larger representation. The New York group appears to run in the ratio of 1028 white to 252 colored, as against Chicago's 219 white to 406 colored. The New York laundry occupations reveal colored workers as being engaged as ironers, ironing machine operatives, porters and wash room operatives, washers, folders, receivers, shirt operators, flat work operators wringermen, mangle operators, general helpers, shakers, feeders, checkers, takers-off, extractor men, drivers, etc. Wages in both cities appear to vary according to weekly hours of service at each particular plant.

Official Instructor of Pullman Maids Visits New York

Mrs. Emma H. Washington official instructor of all maids in the Pullman service paid a brief visit to New York last week. Mrs. Washington who was a maid on the 20th Century Limited for many years occupies the same relation to Pullman maids that the porter instructor holds to Pullman porters, the only difference in the relation is in its scope. Instead of being confined to one particular district, her latitude covers the entire Pullman system.

While the promotion of Mrs. Washington from maid to official connection has not been of recent occurrence, her present position as head of the entire personnel of maids is a new advancement. The position is one that requires tact, ability and a pleasing personality, of all which the incumbent is the possesor. Mrs. Washington's headquarters are in Chicago.

THINGS SEEN, HEARD AND DONE AMONG PULLMAN EMPLOYES

By JAMES H. HOGANS

First Negro To Be Promoted To Full-Fledged Service Inspector By Pullman Company

For the first time in the history of the Pullman Company, a Negro has been made a full-fledged service inspector. This was done recently in Chicago when Joseph Brown formerly a porter in the Chicago Central district, was promoted to the position of road service inspector in the Pullman service.

The Pullman Company has made quite a number of colored men supervisors and instructors of porters in its various districts in recent years, but this is the first time that the management has thought it expedient to make a colored man a supervisor of service on the road. It is reported that Inspector Brown will have the same authority and prerogatives that are vested in similar agents of the company in the inspection of Pullman cars and the service rendered therein.

The Suggestion That Colored Employees Be Made Inspectors was Published In The Age Sometime Ago.

Some months ago, an article appeared in The Age in which it was suggested that the promotion of competent colored employees to inspectors in the service would be a deserving recognition of these workers' knowledge of the service. The suggestion may not have had anything to do with Mr. Brown's promotion, but the article was both timely and constructive.

In this latest move of the Pullman management, the substantial porters see a further opening of the door of clerical opportunities to Pullman Negro workers. Some of them are optimistic enough to believe that the time is not far distant when the mentally equipped Negro will not have to remain a porter to stay in the Pullman employment. They point to several instances of semi-official positions which have been given colored employees in late years as a basis for this theory.

Negro Official and Older Porters Pleased, But Expressions Differ Regarding the Manner In Which The New Inspector Will Be Received

Discussing Mr. Brown's promotion with a well-known Negro official in the New York district, he expressed the belief that promoting a Negro to the position of inspector, will react to the benefit of the porters and the company in the same manner as the appointment of Negro officers in the Police Department of New York City reacted to the Negro residents and community of Harlem.

"But", declared this official, "Inspector Brown is going to have his troubles, the same as Sergeant Samuel Battle, the first Negro to be appointed to the police force in Manhattan, had his. I was told at the time, that the opposition to Officer Battles came from his white fellow officers. With Mr. Brown, the members of his own race will be his most persistent opposers, unless these members have become philosophical enough to change from their past attitude regarding Negro officials of the Pullman service."

This view, however, is not prevalent among the old porters with whom the writer has discussed the subject. These men expressed the opinion that the majority of porters in the Pullman service today are sensible men, and that they will evaluate Mr. Brown, or become antagonistic toward him, not because he is a member of the race, but by the way in which he demonstrates his fitness or unfitness to be an inspector.

One of these porters said: "Of course, there are due to be some porters who will dub the new inspector a 'stool pigeon', but these fellows will have to be left out of consideration. Every official is a stool pigeon' with them. These are the fellows who make the employment of road inspectors such a necessary feature of the service."

It is not known definitely to which territory Mr. Brown is to be assigned, but most likely it will be over the Western lines.

NEWS

CHICAGO, ILL.

NOV 21 1927

Colored Telegrapher One of Few.

Carbondale, Ill., Nov. 21.—(AP)—Disclosures of the fact that J. H. Kelley, recently pensioned here by the Illinois Central railroad, was one of the few Negro telegraphers in the employ of American railway companies is contained in a book written by Prof. Charles H. Wesley of Howard university, in Washington, D. C., just published.

Wins Sales Contest

C[illegible], Ill., Oct. 27.—Charles Reece, a sales agent for the local Studebaker Company, won the first prize of $50 in a sales contest held here recently. The other 24 salesmen were white.

Reece has been in the employ of the company for 15 years and now has secured eight other members of the race to sell Studebakers.

Massachusetts.

Labor - 1927
Occupation, Wages, etc.,

Negro Must Join World Labor Struggle, Says Lovett Fort Whiteman

CAMBRIDGE, Mass., March 23.—The solution of the Negro problem is the participation of the Negro workers in the struggles of the working class, according to Lovett Fort Whiteman, national organizer of the American Negro Labor Congress, who has been touring New England.

Must Support Chinese.

"The American Negro must realize his role in the world wide struggle of labor and must give his full support to the struggle of the Chinese masses against world imperialism," Whiteman said in his address before the Harvard Liberal Club. More than fifty Harvard students turned out to hear his address.

Labor - 1927
Occupation, Wages, etc.,

Minnesota.

STATUS OF NEGRO IN U. S. SETTLED DECLARES DR. PENN

(Preston News Service).

St. Paul, Minn., April 15.—In addresses delivered at Minot and Farge, N. D., and here, to large audiences of white Methodists, Secretary I. Garland Penn, of Cincinnati, O., representing the Board of Education of the Methodist Episcopal Church, said that "Many questions involving the status of Negroes in the United States and their possibilities, had been settled."

The present day questions were recognition of racial rights and privileges on the basis of progress made; the protection of life and property thus visualizing in acceptance and practice, the amendments to the constitution and recent United States supreme court decisions thereon; equal educational opportunities; the right to earn a living any where in any honest and legitimate way; justice in the courts; proper housing and sanitation; and a cessation of exploitation of Negroes in excessive rentals, North and South, because many of them were weak and could not help themselves.

He told how education had helped not only the Negro, but was a contribution to the progress of all, as the Negro was now an asset instead of a liability. He quoted the Manufacturers Record, of Baltimore, Md., in support of his position, as follows:

"Negroes have been no negligible or inconsequential labor element in this country. Negro labor supplies one-seventh of all workers in this country. Negroes operate a million farms, one-fourth of which they own themselves. One-third of all iron and steel workers and one-tenth of all railway workers are Negroes. The accumulated wealth of Negroes increased from $20,000,000 in 1886 to $1,500,000,000 in 1920. In 1922, 523 Negroes received B. A. degrees and 20 the degree of M. A. from American colleges and universities."

Status Of Negro In U. S. Settled, Declares Dr. Penn

Preston News Service

ST. PAUL, Minn., April 15.—In addresses delivered at Minot and Fargo, N. D. and here to large audiences of white Methodists, Secretary I. Garland Penn, of Cincinnati, O. representing the Board of Education of the Methodist Episcopal Church, said that, Many questions involving the status of Negroes in the United States and their possibilities, had been settled."

The present day questions were recognition of racial rights and privileges on the basis of progress made; the protection of life and property thus visualizing in acceptance and practice the amendments to the constitution and recent United States Supreme Court decisions thereon; equal educational opportunities, the right to earn a living any where in any honest and legitimate way; justice in the courts; proper housing and sanitation; and a cessation of exploitation of Negroes in excessive rentals, North and South, because many of them were weak and could not help themselves.

He told how education had helped not only the Negro, but was a contribution to the progress of all, as the Negro was now an asset instead of a liability. He quoted the Manufactures Record, of Baltimore, Md., in support of his position, as follows:

"Negroes have been no negligle or inconsequential labor element in the country. Negro labor supplies one-seventh of all workers in this country. Negroes operate a million farms one-fourth of which they own themselves. One-third of all iron and steel workers and one-tenth of all railway workers are Negroes. The accumulated wealth of Negroes increased from $20,000,000 in 1886 to $1,500,000,000 in 1920. In 1922, 523 Negroes received B. A. degrees and 20 the degree of M. A. from American colleges and universities."

I. GARLAND PENN SPEAKS TO LARGE WHITE AUDIENCES

Representation of Methodist Episcopal Church Heard in Northwest.

Operate Million Farms

Holds That the Negro Is Now An Asset Instead of a Liability.

(By The Associated Negro Press)

St. Paul, Minn., April 15.—In addresses delivered at Minot and Fargo, North Dakota, also St. Paul, Minnesota, to large audiences of white Methodists, Secretary I. Garland Penn, Cincinnati, Ohio, representing the Board of Education of the Methodist Episcopal Church, said that many questions involving the status of Negroes in the United States and their possibilities, had been settled.

Questions Discussed.

The present day questions were recognition of racial rights and privileges on the basis of progress made; the protection of life and property thus visualizing in acceptance and practice, the Amendments to the Constitution and recent United States Supreme Court decisions thereon; equal educational opportunities; the right to earn a living anywhere in any honest and ligitimate way; justice in the courts; proper housing and sanitation; and a cessation of exploiting Negroes in excessive rentals, North and South, because many of them were weak and could not help themselves.

He told how education had helped not only the Negro, but was a contribution to the progress of all, as the Negro was now an asset instead of a liability.

Manufacturers' Record.

He quoted the manufacturers' record of Baltimore, Md., as in support of his position, as follows:

"Negroes have been no negligible or inconsequential labor element in this country. Negro labor supplies one-seventh of all workers in the United States. Negroes operate a million farms, one-fourth of which they own themselves. One-third of all iron and steel workers and one-tenth of all railway workers are Negroes. The accumulated wealth of Negroes increased from $20,000,000 in 1886 to $1,500,000,000 in 1920. In 1922, 523 Negroes received the B. A. Degree and 20 the degree of M. A. from American Colleges and universities."

LANGSTON, ON SEARS ROEBUCK, IN TWIN CITIES.

NOTED CHICAGO WRITER TELLS OF SEARS, ROEBUCK HEADS MANY CHARITIES

By Tony Langston

Chicago, Ill., June 1.—The recent announcement that the Sears-Roebuck Company, world's greatest mail-order house, contemplates the opening of a branch manufacturing plant at Minneapolis, Minn., must have thrilled the workers of that great industrial center. By workers we mean those who "hit the time clock" four times a day and who depend upon the well-known weekly check with the confidence carried only by those who rely upon honest toil, for sustenance. While this class includes members of all races it is the workers of "our group" in which we are most interested. Therefore the writer will confine himself in this brief article to our own, hoping that the readers of the HERALD will give these few paragraphs a broad thought and accept them in the spirit in which they are written.

The immense plant of the company mentioned at Chicago, has been very fair to the workers of the race. Hundreds of men and women have worked for it for years and in some instances, through ability and conscientious effort, positions far above that of "laborer" have been attained. As is well known, the celebrated philanthropist, Julius Rosenwald, is the head of the

TONY LANGSTON

Sears, Roebuck company. For years he has been recognized as the foremost friend of our people and his record along this line is neither local nor recent. Indeed, his benefactions had a great deal more to do with the unprecedented growth of Tuskegee Institute, both during the regime of the late Booker T. Washington and the present administration of his worthy successor, President Moton. Tuskegee is but one institution among many aided by him, however; his purse has been open to hundreds of worthy causes and racial projects.

Get a Break

There is every reason to hope that working men and women of the Race will find employment with the Sears, Roebuck company when the time comes at Minneapolis. They must understand, however, that the work will have to be sought, and the writer is of the firm belief that our workers will "get a break." Leaders among our people in the Northern city should take personal interest in the matter and an early effort should be made by them to insure consideration along this line. Direct communication with Mr. Rosenwald himself, if required, should be resorted to, as that great man never in the past, has tolerated anything that savors of prejudice or discrimination, regardless of the ideas carried by department heads or those

who have power to accept or reject competent or worthy applicants.

Must Work

This brings us to the point where a bit of advice to the workers themselves might be given. Unreliability, lack of punctuality and the habit of following up paydays with absence from the job, have been the principal causes of complaint among employers of Colored people in the large centers. The "lay-off" habit is one of the main causes for rejection of our workers by employers who depend upon steady plant operation and to this source is traceable the fact that many manufacturers and employers will have nothing to do at all with workers of color. Minneapolis workers who read this brief article should remember its inference and set an example to others by making every effort to prove worthy of any position for which they make a successful bid. The man behind the pay roll deserves this much, regardless of everything. It is a fact that will not bear overlooking.

Labor—1927
Occupation—Wages, etc.

Missouri

White Manufacturer Says Negro Labor Is as Good as White if Chance Is Given

Extracts from a letter sent to T. Arnold Hill of the National Urban League by the general superintendent of a Chicago plant of a large corporation.

Many of the manufacturers have an idea that the only place Negro labor can be used is as porters, housemen and janitors. From my experience with Negro labor is that they can do anything a white man can do when given the same consideration and the same opportunities.

I have handled all classes of men and find the Negro laborer, both skilled and unskilled, will give a firm the same cooperation that the white man does. I find them just as observing and just as quick to learn and will work for a firm's interest equally as well as a white man.

I am using Negro labor as firemen in the power house, coal passers, assistant electrician and als oas operators on machines, and also have two as foremen. These two men who are foremen are just as good organizers and can get the maximum work at minimum cost from their men as the white foreman does. In fact, in the packing and bundling rooms I dismissed a white man and replaced him with a Negro foreman and am getting much better results from the Negro foreman than I did from the white foreman.

Quite frequently I call my men together at a get-together meeting, and in addressing them I find the colored man will pay more attention to what I have to say than the white man does, and goes back to his duties with a determined idea to carry out my plans as I have outlined to them in my address.

Another thing I have observed in Negro labor, when you grant them favors as a rule it is appreciated more and they try to reciprocate quicker than the white man.

There isn't a manufacturing plant, barring none, with the proper supervision that Negro labor can not be used in and the plants operated efficiently. Seventy-five per cent of my help is colored labor. Competitors in our same lines visit this plant and tell me that I have one of the best organizations they have ever seen. Everyone is working in harmony, production is rolling along smoothly and no confusion in any department.

I can truthfully say that I haven't a Negro worker who is not supporting me one hundred per cent. When I was appointed executive of this plant there were approximately twenty-five per cent Negro labor, and the plant a losing proposition. Today with seventy five per cent Negro help it is a paying proposition and one of the best paying plants in this division. I think this is an answer to Negro labor. From the bottom of the list with twenty-five per cent Negro help to the head of the list with seventy-five per cent Negro help.

It is the men themselves that have put this plant where it is, and not the management as without cooperation of these men, it would have been impossible for the writer to have made first base. This is what Negro labor will do with the right treatment and given an even chance with the white man.

I may be optimistic in making this statement, but my opinion is Negro labor is given the opportunity in the next ten years will replace many of the white men's jobs.

In regards to Negro labor with foreign, I rather have one Negro than two foreigners, as a Negro understands what you are telling him. You do not have to waste half your time trying to make him understand what you want done. If it is a small job the Negro will have the job done while you are trying to make the foreigner understand what you want done.

GLOBE-DEMOCRAT
ST. LOUIS, MO.

DEC 31 1927

NEGRO INDUSTRIAL ADJUSTMENT SOUGHT

Plans for observance of "Negro in Industry Week" in St. Louis, from January 16 to 23, were made at a meeting Thursday of the committee in charge of preparations. The meeting was held in the law office of Joseph L. McLemore, 312 People's Building, chairman of the committee.

The aim of the week is to seek a general industrial adjustment from the standpoint of the Negro worker and to conduct a survey of the Negro in industry in St. Louis to determine whether he had proved a success industrially. Similar weeks have been observed in Boston, Philadelphia, Baltimore, Kansas City and Milwaukee.

The week will be in charge of T. Arnold Hill of New York, national industrial secretary of the Urban League. Hill has been connected with the Urban League ten years and has conducted five previous campaigns.

Labor 1927

New York.

Occupation, Wages, etc.,

COLORED WAITRESSES UNDER ALICE P. COFFER MAINTAIN HIGH STANDARD OF SERVICE IN 15 LOFT TEA ROOMS

One of the most successful businesses in New York is the candy stores and tea rooms of George W. Loft. Of the forty Loft stores in Greater New York, there are fifteen with tea rooms in which colored waitresses are employed. These tea rooms cater to business people who have but a limited time in which to eat, and for this reason the service of the waitress is very important.

About seven years ago, four colored girls secured work in one of the Loft Tea Rooms as waitresses and proved so efficient the management fousd it profitable to employ more. One of these girls, Miss Alice P. Coffer of 346 West 128th street, had not only been a successful waitress, but had shown so much initiative and ability in directing the work of her co-workers, she was asked to organize the colored waitresses and supervise that part of the tea room service. Since that day her staff has increased until now there are 125 colored waitresses working for this company.

The waitresses depend largely on tips, receiving only 25 to 30 cents per hour from the firm. But some of the girls give such satisfactory service they earn $50 per week. The average salary is between $30 and $40 per week. Because of the comparatively good income to be derived from this work, there is always a large number of people making application to work under Miss Coffer. She has been able to help many widows and girls in distress through givirk them work where they may earn a decent living.

Familiarities Banned.

Although possessed of a pleasing personality, Miss Coffer is a strict disciplinarian and has a number of rules her employes must live up to. They wear a uniform, but unlike the girls in some of the other downtown tea rooms, they do not have to wear the bandana cap. To Miss Coffer they are "Miss Smith" or "Miss Jones," or whatever their names may be, and she does not encourage patrons or other employees calling them by their fist names. Neatness, speed and attention to duty are some of the qualities she expects to find in a successful waitress. Poise is another quality that is essential.

During her years of employment with this firm, Miss Coffer has won the respect and esteem of her employer and co-workers. Where they once thought her somewhat cranky in insisting on discipline, her co-workers now swear by her and comparatively few are leaving the position as they did while she was on sick leave and on a recent vacation.

Although a native of North Carolina, Miss Coffer was educated in Springfield, Mass. She came to New York with the idea of becoming a pharmacist. She began work with the Loft Company on a part time job to help defray her school expenses at Columbia University. But after a time she found school work and the job more than she could handle. When the position she now holds was created for her, she decided to give up study for a profession.

Miss Coffer has always believed that members of her race could make more opportunities for themselves by persistence and her present success has borne out this theory.

NEGRO PORTERS TO STAY.

Pullman Officials Deny They Will Be Replaced by Other Racial Group.

Both representatives of the Pullman porters and officials of the Pullman Company scouted a report yesterday that the use of Filipinos and Chinese as porters on club cars operating out of Chicago was an entering wedge in the replacement of the negro porter by other racial groups. At the office of the Vice President of the company here it was said that nothing was known of the Chicago action and that no such change was contemplated here.

Representatives of the porters pointed to the difference in the work of a club car porter, who is chiefly a waiter, and a Pullman porter, who handles luggage, and remarked that Orientals did not have the physique to be adaptable for the heavier work.

Labor - 1927
Occupation, Wages, etc,

New York

Urban League Secretary Tells Why Negroes Cannot Get More Jobs; Own Race Holding Back

Whites Who Are Prejudiced Supported In Stand By Negroes Who Continue Trade After Knowing Their Policy.

(Editor's Note: Although Harlem is generally acknowledged to be the cultured capital of the Negro race, it is almost as widely known to be one of the most backward centers in America for affording economic opportunity for the Negro. Mr. Ira DeA. Reid, Industrial Secretary of the New York Urban League, in the following article, gives some reasons for this backward economic condition. It is hoped readers of the article will seriously consider what Mr. Reid says and, inasmuch as a great deal of criticism falls on the race itself, some thought will be given to economic self-help in the future.)

NEW YORK, Aug. 11.—For several years there had been efforts made toward getting employment for Negroes in industries controlled by white persons. When this large group which was centered in Harlem became conscious enough to realize that very few jobs were open for them, there began a series of campaigns. The most recent of these was held in November and December, 1926, with a view to securing for Negro workers, positions in some of the mercantile concerns in this section of the city. One hundred and twenty-fifth street is the shopping district for North Harlem. When the amount of business done is considered, it is found that the status of these stores would compare favorably with that for a state of 500,000 population. At the same time, throughout Harlem there are many places managed by Jewish or Gentile merchants who are catering chiefly to colored patronage. Many of us wondered why Negroes could not get jobs in these stores. Accordingly, we decided to find out and try to place as many as possible. Many organizations and persons who were interested in the welfare of the Negro, particularly in an industrial way, met and discussed the whole situation. It appeared however, that many of these persons who were interested in the welfare of the Negro, were not particularly interested in asking employers whom they knew to aid in securing jobs for Negro workers. Out of several white persons who were approached asking that a letter of introduction be made through them to some employer, only two willingly used their influence to obtain for us these opportunities. Undoubtedly, many of them did not believe that Negroes should be employed in other than menial occupations. One public man wrote as follows: "I seriously doubt the wisdom of your campaign. If I understand its purpose correctly, you are urging the employment of the Negroes, where, at present, whites or others are employed. This is precisely the spirit that makes for racial and economic competition and which engenders hard feelings. One has to assume from your agitation that either there are vacancies at present unfilled which can be filled by Negroes, or else that there are many jobs at present filled by whites which ought to be filled by Negroes and which, in order to fill so, will require the ejection of the white workers. This is not taking the color line out of industry." It so happens however, that we ask that Negroes be simply given a chance to compete in the labor market with white labor in all occupations for which they will qualify. We visited 258 stores; these included the larger stores having three or more employees, and who employed approximately 2,000 persons, 163 of whom were colored. In some of these places 99 per cent of the trade was colored. In few places was less than 25 per cent of the trade colored. But, what was the reaction of these employers? Seventeen said that their concerns needed no more employees, which is a usual rebuff to any overture made in an effort to place Negro workers; Twelve said that they had a favorable attitude, but that they could not employ any colored; Fourteen said that they could employ a colored porter but that's all; Thirty-three employers said that they were not interested; Thirty-seven said that they were unfavorable to any kind of colored help; Twenty-nine said that colored were not desirable; Ten said that they may employ colored porters later on; Twenty-one said that they will employ them as porters only; Thirty-four said that they were interested in further approaches.

On the other hand, many employers sought to give their reasons for not employing colored. The manager of a ladies' ready-to-wear shop on 125th street, said it was not a good policy to employ colored women; a furniture store on the same street which has a very large number of colored accounts admitted that it had a policy of employing only Jews or Gentiles, and colored people were not able to buy their high priced furniture, hence they cater to white; another furniture store said that they would only hire colored men as porters; the manager of a millinery store said that the public is not educated to receive colored employees as salesmen or saleswomen, and he was not in the business for any philanthropic method of trying to educate the people; the manager of a piano and victrola shop in the heart of Harlem, said that he had a colored salesman at one time, but that he became too familiar with customers and he had to release him. He continued that he is not willing to try any more; the proprietor of a drug store who admitted that 99 per cent of his trade was colored, said that he could not afford to have colored employes, for his profits would decrease immediately—in the first place, because they are not as good bargainers as Jews, and in the second, place because the colored people would not have the respect for his place if he had colored employees. Another large store on 125th street stated emphatically, that it is against their policy to hire colored in any capacity. The manager of a large grocery store and market stated that undoubtedly the colored people are satisfied with his store as it is conducted or else they would not give him the patronage that he receives. And so, the cases continue ad infinitum.

On the other hand, there were many interesting comments from employers who have had colored help. One of the chain grocery stores on Eighth avenue employed a colored butcher and grocery clerk. Many times colored patrons of this store have refused to let the colored man wait upon them and have asked that the white men do so. As a result, the manager felt that they were losing money in keeping a man in the place who was not satisfactory to all customers. He has tried several colored men since then, but each one receives the same treatment on the part of some colored patrons. A clothing store on 125th street had employed a colored man of light complexion as salesman some years ago. The manager was aware of the fact that this man was colored. Some of the clerk's friends thought that he was attempting to influence his employer otherwise and proceeded to let it be known that he was colored. The manager found that several of his colored customers were leaving and refused to have this man wait upon them, and as a result, he had to let him go. Cases of this kind are numerous. This is just one of the difficulties, however, that anyone faces who attempts to place Negroes in occupations in which they have not been placed before.

(Continued next week)

NEW YORK
HERALD
MAY 12 1927

Negro Students' Summer Work

To the New York Herald Tribune:

Permit me space to call to the attention of your readers a recurrent problem.

Each summer more than 1,000 Negro students—male and female—come to New York in search of employment. These students come from all parts of the South, and chiefly from those institutions toward whose support philanthropic persons in New York have given much. I may mention Hampton, Tuskegee, Fisk, Morehouse, Atlanta, Howard and Lincoln. The money earned by these students during the summer is their sole index as to whether or not they will be able to return to school. Their mediocre successes in 1925 and 1926 lead us to ask the co-operation of the employing public.

For these students I may say that, on account of the exigency of the situation, they are willing to do any type of work that will enable them to meet their school expenses.

The New York Urban League conducts a free placement bureau for these students and will appreciate any effort that may be exerted by the public and employers in their behalf.

IRA DE A. REID,
Industrial Secretary.

202 West 136th Street, New York, May 4, 1927.

Capt Rufus A. Atkins Made Foreman in P. O.

Captain Rufus A. Atkins of the 369th Infantry, who lives at 248 West 143rd Street, has been appointed foreman in the United States Post Office, effective July 1.

This appointment is another step forward in recognition of the efficiency of Negro employees in the postal service and is in keeping with the policy of the Department since the appointment of Alexander King to a superintendency. Mr. King is now at Station "U," on East 106th street.

Captain Atkins is the regimental athletic officer of the 369th and the commander of Company D—the machine-gun company of the First Battalion.

MEDIATION BOARD ORDERS RANDOLPH TO CHICAGO MEET

Wired Brotherhood Head July 10 to Join Conference on Porters

On July 10, A. Philip Randolph, general organizer of the Brotherhood of Sleeping Car Porters, received a telegram from Edwin P. Morrow, member of the Board of Mediation to leave for Chicago immediately to join a conference for the adjustment of the dispute between the Brotherhood of Sleeping Car Porters and the Pullman Company.

This action followed Randolph's trip to Washington where he had a conference with the secretary of the Board of Mediation on the sta-

tus of the case of the Brotherhood and also relative to the source of the newspaper misrepresentation that the Brotherhood's case had been turned down. He was informed by Secretary John Marrinan of the Board that Chairman Morrow had gone to Chicago to proceed with the work of adjusting the Pullman porters' case with the Pullman Company.

In reply to the rumor that the board had denied the wage petition of the Brotherhood, Donald R. Richberg, attorney for the Union, and for the twenty standard railroad unions, explained that "The Board has no right or power to turn down the case of the porters. Its duty is to use its best efforts by mediation to bring about an agreement between the Brotherhood of Sleeping Car Porters and the Pullman Company." In the event that it fails to bring about such an agreement, it is then its duty to recommend arbitration.

John J. Leary jr., labor editor of the New York World, in issue of July 10, wrote about the Pullman porters and maids and the false report concerning the Mediation Board's alleged action as follows:

The Pullman porter and his assistant in caring for the comfort of travelers, the Pullman maid, are slowly but surely coming into their own.

Attention has been called to the progress they are making by the circulation of a report from Washington that the United States Mediation Board had rejected the request of the Brotherhood of Pullman Porters for recognition as the representative of the 10,400 men and women in the service and the revision of their wages upward.

Inquiry shows that not only was the report incorrect, to use a charitable term, but that an early hearing will be given. It also develops that negotiations looking toward the affiliation of the porters with the American Federation of Labor are progressing favorably, and that meantime the federation leaders look with kindly eye upon the efforts of A. Phillip Randolph and his associates to improve the condition of these men and women.

Not Considered A Factor Hitherto

The Negro has not hitherto been considered a factor in the organized labor movement, but the experience of those organizations which have no color line is that the Negro once organized, proves a loyal and dependable worker and a good striker, and the presence of Negro delegates in labor conventions is becoming more and more common.

On the other hand, the organizations which in defiance of the federation insist upon maintaining the color line, have oddly enough seemed to be under a jinx. The largest of them has suffered a loss in membership that is almost appalling and is now in effect going through what is practically a general reorganization. The next largest is no longer in the federation.

TELLS WHY STATE IS LOSING ITS LABOR SUPPLY

Former Resident Of Norfolk Gives Personal Experience With Wage Rate

A reader of the Journal and Guide residing in Brooklyn, N. Y., noticing the editorial carried in this newspaper some weeks ago on "W h y Virginia Is Losing Its Labor Supply," writes telling of some experiences he had in this city growing out of the prevailing wage rate. He says he was head of a family of six, worked for $15.00 a week and could not get a raise. His letter, however, which follows speaks for itself.

"I am and have been a constant reader of the Journal and Guide and noted an editorial in your paper which sought to point out the reason why Virginia is losing its labor supply. I was reared in North Carolina and once lived in Norfolk, and through my personal experience I can emphasize the fact why workers are leaving the State of Virginia.

"I was in Norfolk working for $15 a week and could not possibly get a raise in wages. I was the head of a family of six and was compelled by law to send my children to school, and tried as best I could to do so, but could not get very far with that salary. Let me give you a rough outline of our living costs there:

Breakfast for 6 at 10c each	**$ .60**
Dinner for 6 at 15c each	**.90**
Supper for 6 at 10c each	**.60**
Total	**$2.10**

Added to this total was rent at 62 1-2c a day or $15.00 a month, making a total of living costs without consideration of incidentals such as life insurance, furniture bill or sickness, of $2.75 a day, which runs to more than $15.00 a week. Y o u can see that there was not much encouragement for me to stay in that city. Is there any wonder Virginia is losing its labor supply. Since coming to Brooklyn I have found life much better, get quite well paid for my work and am able to live in decency.

"I hope I will see this letter in print so that it may encourage others to mount the ladder of success and make something of their lives, as it is time to wake up and get on the job."

ANDREW JACKSON.
184 S. Elliott Place,
Brooklyn, N. Y.

SETS DATE FOR BRIEFS IN CASE OF BROTHERHOOD

Interstate Commerce Commission To Hear Arguments Friday, Oct. 21

Special to Journal and Guide

New York, Oct. 18.—The Brotherhood of Sleeping Car Porters today announced receipt of a communication from the Interstate Commerce Commission notifying the Union and the Pullman Company that Friday, October 21, has been set as the date when briefs should be filed in the case of the Brotherhood vs. the Pullman Company.

In a petition filed with the Commission on September 8th, the Brotherhood of Sleeping Car Porters charged the Pullman Company with violating Sections 1, 2, 3, 6 and 15th of the Interstate Commerce Act, and called upon the Commission to investigate the conduct of the Company with a view toward compelling it to cease and desist from its alleged unlawful practices.

Given Twenty Days

On September 17th, the Commission notified the Pullman Company that it had twenty days in which to rectify the conditions or answer the charges of the Brotherhood. Accordingly, on October 7th, the Company filed its reply in which the jurisdiction of the Commission to hear the petition was denied by the attorneys for the Pullman Company; consequently the question now before the Commission is its right to hear the evidence and correct the violations, if found to be as stated by the Brotherhood, whose attorneys are of the opinion that the Commission is empowered to act under Section 13 specifically and the entire Interstate Commerce Act.

Brotherhood's Belief

The Brotherhood's brief is being prepared by Donald Richberg, attorney for the standard railroad unions and co-author of the Watson-Parker Law, and by Henry T. Hunt, ex-Mayor of Cincinnati and former member of the old United States Railroad Labor Board.

It was pointed out by officials of the Brotherhood that the case before the Interstate Commerce Commission is separate and distinct from the union's effort to utilize the machinery of the Watson-Parker Law and present their case before the Emergency Arbitration Board.

Sturges Battery Company Has Always Given Negro Equal Opportunity

Began With Employment of I. Newton Braithwaite as Stenographer Years Ago—Negro in Charge of Several Departments.

Some fifteen years ago a white man received a letter in reply to an advertisement which he had inserted in the daily press for a stenographer, which opened with the following remarkable sentence: "I am a stenographer, and because I am also a colored man, I have found it impossible to obtain work as such." The white man, Norman D. Sturges, replied to the applicant, inviting him to come to his factory, which was then located at No. 427 West Fiftieth street, New York City.

The applicant was I. Newton Braithwaite, principal of the commercial school which bears his name.

After a test as to his fitness, Braithwaite was employed as stenographer by the Sturges Battery Co. and worked for more than a year. His employer was so pleased with him that he determined then and there that whenever possible he would employ Negro help. Soon after the factory expanded and removed to Brooklyn.

Pressing orders to be filed necessitated more factory hands; the war, with its rush and haste, placed a high premium upon a sound, well-developed battery, and this in turn gave Mr. Sturges an opportunity to place more men of color in his employ.

He was acquainted with the Negro branch of the Y. M. C. A., and years before had obtained a most efficient man through that institution. Consequently, he now turned to the employment secretary with the request that he supply him with a few men to do skilled work.

The result is that today the firm employs twelve Negroes, who assist in the production of the famous Sturges multiple battery. To walk into the factory at Van Wyck avenue, Jamaica, L. I., and see these men at work at their various skilled tasks is certainly encouraging.

In the assembling room, engaged in the task of assembling the unfinished battery, is found Clarence E. Jones, the firm's oldest Negro employee in point of service, having been connected with the firm since 1912. Mr. Jones, who said that he had had only two positions

—Clarence E. Jones—

during his thirty-seven years, is very proud of his position and of his employer. He hails from Pennsylvania and is the son of Clarence Jones, who served as butler in the Stetson family for fifty-two years.

In the factory proper there are to be found Negro men doing everything from charging batteries up. The head carpenter of the concern is a Negro; so is the plate cleaner, a place of great importance in the industry. The paste mixer is also a Negro.

The Negro has made good with the Sturges Battery Co. in which ever department he has been employed. This should serve as an answer to the general charge of inefficiency which is commonly made against him in America, and which has been used so often in past as a reason for denying positions of trust and responsibility.

Labor - 1927
Occupation, Wages, etc.,

New York.

Penn Dining Car Superintendent Who Opposed Recognition of Negro Chefs Is Demoted When Service Falls Down

Harry H. Baker Succeeded In Demoralizing Dining Car and Station Restaurant Service, With Deficit of $1,200,000 in 1926

By R. B. LEMUS

Harry H. Baker, nearly 16 years dining-car superintendent of the Pennsylvania Railroad, east of Pittsburgh, Erie and Buffalo, was "transferred" to a post of lesser responsibility effective July 1. In railroad circles Mr. Baker's removal created a furore equal to the country's shock at Henry Ford's repudiation of his Jew-baiting "Dearborn Independent." And in respect to causes both men's discomfiture has to do with "inferior" races.

From one of the best in 1912 Baker brought Pennsylvania east end dining car service down to the worst. His predecessor was the late John F. Trout. Major Trout was the first man to put something to eat on a train, beginning with the Pullman buffet-cars and finally establishing the Pennsylvania service in the late 80's. Major Trout believed firmly in Negroes as reliable and competent cooks waiters for dining-car service. With them he also established the Pennsylvania's station restaurants, which Baker lost two years ago, when Pennsylvania transferred them to Savarins Inc.

Baker Demoted Johnson.

Twenty years ago, Major Trout promoted the late Chef Henry E. Johnson to the post of traveling-chef, reposing in Mr. Johnson every confidence and unfaltering trust, which Johnson justified. His control of the dining-car kitchens was absolute, remaining so until the death of Trout and the succession of Baker.

Mr. Baker's first official act was the reduction of Johnson, who took charge of the Jersey City restaurant where he remained until his death in 1923.

Baker didn't believe a Negro should be anything; and this was the basic course of his downfall. Though the process required 15 years, the end of Henry Johnson was the beginning of the end of Baker—and, most important, of all "Bakerism" in dining-car service.

Baker had to have white traveling-chefs—three of them. Their mostly "goulashed junk" has been the increasing bane of Penn dining car patrons for 10 years. West of Pittsburgh, where there are no traveling-chefs, service was and is so infinitely superior until it is hard to believe both services are of the same railroad. Incidentally, it is this west-end superintendent who succeeds Baker.

Abnormal Labor Turnover.

Baker's methods of handling cooks and waiters were such that until the coming of the Brotherhood of Dining Car Employees, labor turnover was "abnormally" abnormal; a general officer admitting to this writer at the conference of Penn general management and representatives of the brotherhood in Baker's office, Pennsylvania Station, here in 1921, that cook-waiter turnover for 1920-21 was 75 per cent. Then the Baker department deficit was $400,000 for the same period—itist for dining cars. It took so much time to humiliate Negro cooks and waiters who make up 98 per cent of absolutely necessary operating personnel, that none was left for Baker to supervise the commissary storerooms where deficits originate.

A chief-cook is an artist. His duty is to make things as nearly natural as possible. But he was a Negro; so it was more important to waste good materials in conforming to the absurd recipes of the traveling-chefs. I once heard Mr. Baker say to a chef whom he had approved suspension of for 10 days for cooking a perfectly good piece of veal arbitrarily banned by the traveling chef—"Never mind saving it; cook what we tell you to; throw away the rest, and I'll approve the condemnation, and then you won't be disciplined." So no wonder the deficit had jumped to over $800,000 in 1925—only to mount 50 per cent higher in a year, or to over one million, two hundred thousand dollars in 1926. Employees here on June 8 (1927). Then it was, I said in a meeting of the Brotherhood of Dining Car "Be of good cheer, brethren; Baker's time 'ain't long."

Tried To Curtail Passes.

Mr. Baker not only opposed advancement for Negroes, but even sought to deny cooks and waiters privileges and courtesies extended in common to all employees by the Pennsylvania Railroad. Though the management had grouped cooks and waiters in "Group IV" in the issuance of the annual passes, Mr. Baker sought to restrict oldest waiters and cooks to the minimum and resisted the successful efforts of the Brotherhood to get what was due. Now three waiters whom Baker limited to Philadelphia carry their annual passes good over entire System in recognition of 30 year's service, and there are three others who subsequently reached their 30 year milestones and carry them.

It is believed that Baker opposed the adoption of the cafe cars now in service on light lines simply because the Traffic Department insisted on using Negro waiters-in-charge—all of them have made good. In fact, it is alleged that he bitterly opposed the waiter-in-charge cafe cars, just as he opposed "travelling-waiters," on the ground that promotion of a Negro "would demoralize my service."

The incident that led to the demotion of Johnson occurred in Broad Street Station Restaurant, Philadelphia, when Baker was steward. And Baker's downfall began when all restaurants were taken from his supervision and control. It was completed on July 1. He failed—absolutely—as all fail who rely on white freemasonry to succeed.

And he leaves some mess for his successor to clear up—with the assistance of 800 loyal, faithful Negro cooks-waiters, which loyalty and faithfulness Harry H. Baker so disastrously discounted.

CAPTAIN RUFUS A ATKINS

Promoted to Foreman, U. S. Postoffice, July 1—In postal service ten years.

Capt. Rufus Atkins Is Now Postoffice Foreman

Captain Rufus A. Atkins, of 248 West 149th street, has been appointed foreman in the United States Post Office, effective July 1.

This appointment is another step forward in recognition of the efficiency of colored employees in the postal service, and is in keeping with the policy of the department since the appointment of Alexander [illegible] superintendent of Station "U", on East 136th street.

Captain Atkins is a popular officer of the 369th (Old Fifteenth) Infantry, of which he is the regimental athletic officer, and commander of Co. "D", the machine gun company of the First Battalion. He is a member of the 22nd Assembly District Republican Club 145th street and Amsterdam avenue, John A. Bolles, Leader.

Captain Atkins has been a postal employee for the past ten years. In addition to his membership in the 369th Infantry, he is a member of the Southern Beneficial League, the Antioch Lodge of Masons, No. 66, Prince Hall, and the Alpha Physical Culture Club.

NEW YORK TIMES

MAY 7 1927

Aid for Negro Students.

To the Editor of The New York Times:

Each Summer more than 1,000 negro students, male and female, come to New York in search of employment. They come from all parts of the South, and chiefly from those institutions toward whose support philanthropic persons in New York have given much. I may mention Hampton, Tuskegee, Fisk, Morehouse, Atlanta, Howard, and Lincoln. The money earned by these students during the Summer is their sole index as to whether they will be able to return to school. Their mediocre successes in 1925 and 1926 lead us to ask the cooperation of the employing public. These students are willing to do any type of work that will enable them to meet their school expenses.

The New York Urban League conducts a free placement bureau for these students and will appreciate any effort that may be exerted by the public and employers in their behalf.

IRA De A. REID,
Industrial Secretary.

New York, May 4, 1927.

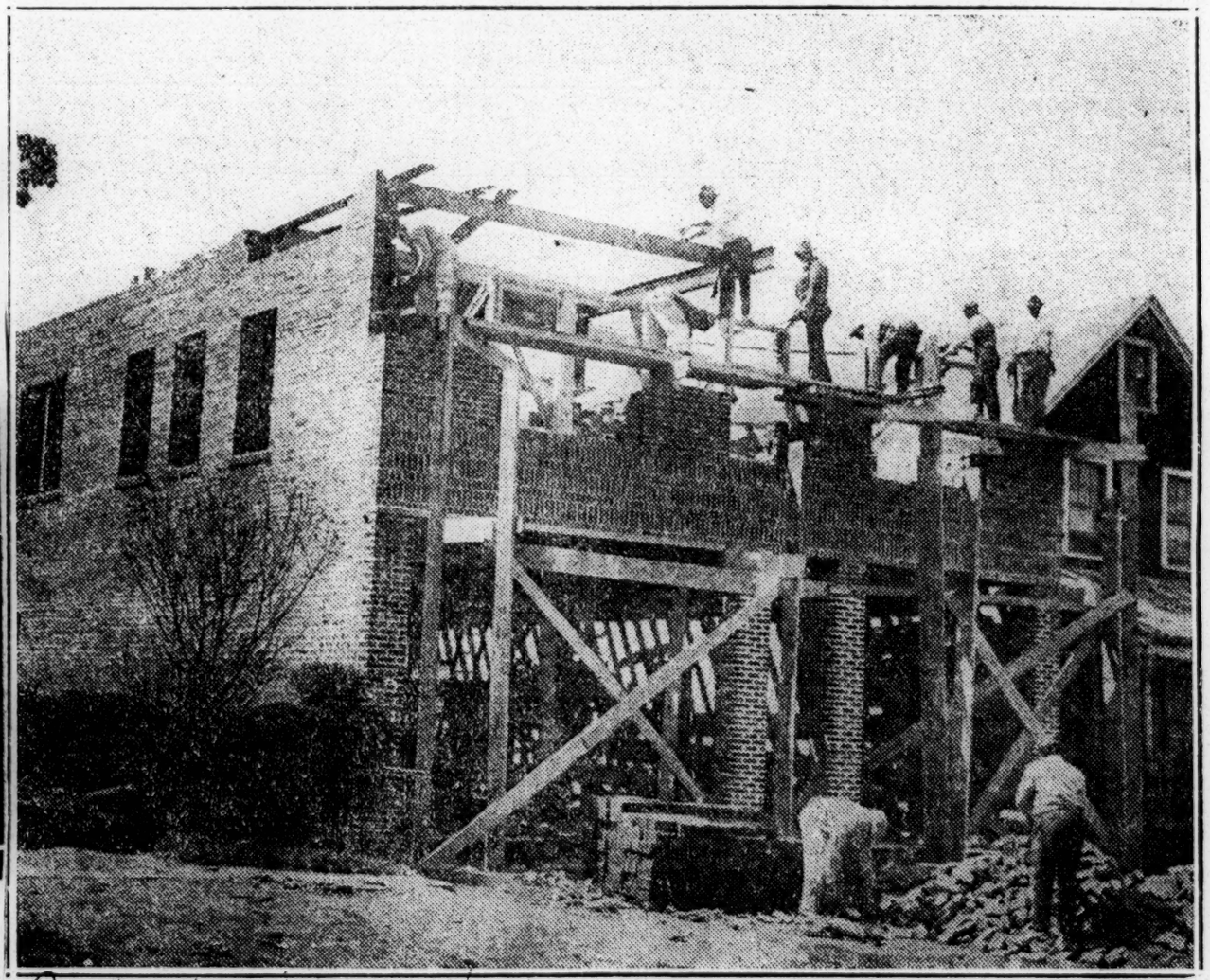
Stenog For the City of New York

(Photo by Acme Art Studio, N. Y.)

MISS ANNA B. WALES

Of 320 W. 183rd Street, New York City, who, after taking the Civil Service examination and waiting patiently, received her appointment recently as stenographer in the Department of Health, City of New York, and works in the Municipal Building on Park Row. Miss Wales was formerly stenographer for the Brotherhood of Sleeping Car Porters.

All Colored Engaged Here



Amsterdam News 5-25-27

The Strides Being Made by Colored Realty Men in Jamaica, L. I., Has Been Emphasized by Junius Walthall, Shown on Scaffolding Inspecting and Incidentally Giving a Hand in the Erection of His New Brick Building on Dewey Avenue. Mr. Walthall Has Employed All Colored Help and Proves to the Skeptics That "It Can Be Done."

To Sell Crepe Paper

(Photo by Acme Art Studio, N. Y.)

MISS HATTIE BRITT

Who until recently was a teacher of hand craft in the Home Economics department of the Florida A. and M. College, is now in New York City taking a course of instruction with the Dennison Manufacturing Company, 26th street and Fifth avenue, manufacturers of high class crepe paper, for the purpose of beginning next month as a traveling instructor for the company in a district reaching from Kentucky to New Orleans, where she will teach costume art work and use the paper her company manufactures. Miss Britt is the first colored traveling instructor to be employed. She formerly taught four years at the Bethune-Cookman College, Daytona Beach, Fla., and is a native of Montgomery, Ala. While in New York she lives at 229 West 144th street.

VETERAN PORTER IS GIVEN GOLD WATCH

Troy, N. Y.—James W. Price, 79 Dove St., Albany, N. Y., well known to the Trojans who periodically take the trip to New York by train from Troy, recently completed his 55th year in the employ of the Pullman company.

"Joe," as he is known to the travelers, leaves Troy at 7:55 standard time on train No. 68, New York Central railroad. Last week he made his 2018 trip of inspection with the directors of the Delaware and Hudson company over its lines.

Sunday when the party arrived at Castleton, Vt., he was called to the dining car and there President L. F. Loree, in the presence of all the directors, presented him a beautiful gold watch, and told the newer directors what a place "Joe" holds in the hearts of the railroad officials. The watch, the envy of all who see it bears on its case the name of the railroad company, Mr. Price's name, and the note, "In appreciation of services, 20th annual inspection trip." The names of all directors of the road are engraved on the inner case.

Not only is this favorite porter always along to take charge of the inspection trips, but he is assigned to special parties on long tours under the auspices of the Pullman company. He has made the trip to the Pacific coast many times, supervises the car of railroad officials, government officials and many persons whose names are household words.

Labor—1927
Occupation, Wages, etc.

Ohio

TIMES

New Philadelphia, O.

JUL 29 1927

DENY NEGROES TO WORK IN MINES

Shadyside, O. ,July 29 (UP)—Four automobile loads of negroes were brought to the Webb mines near here today preliminary to resumption of the plant on a non-union basis.

The cars bore Pennsylvania licenses. The men will be used in cleaning up the mines preliminary to loading coal, it was reported.

This is the first important step taken by Eastern Ohio companies in reopening their mines.

Bellaire, O., July 29 (UP) —Representatives of coal operators deny flatly reports from Shadyside this morning that negroes had been imported to work in the Webb mines. No such action will be taken until Ohio miners have had opportunity to return to the mines. It was explained that the men arriving today may have come of their own accord seeking work but none have been employed.

P. R. R. Opens Sch'l For Waiters, Cooks

..COLUMBUS, Ohio—The Pennsylvania Railroad has opened the first of a chain of training schools for cooks and waiters here, it was announced Wednesday.

The school, an exact replica of a standard dining car, is located in the commisary headquarters. Famous chefs will give insrtuctions in cooking and waiters will be trained by men who have given years of service in the dining cars.

Others will be opened in New York and Chicago, it was announced.

Oklahoma

Labor - 1927
Occupation, Wages, etc.

LOCAL SHOE CO. EMPLOYS HIGH CLASS SALESMAN

Mr. H. T. Crosby of East Prairie, Mo., and formerly with the S. D. Hooker & Company of Tulsa, Okla., has been appointed state sales manager for the Standard Shoe Company of St. Louis, a company owned and controlled by the colored people of this city.

St. Louis Argus
10-21-27
St. Louis Mo

Mr. Crosby ranks high both as a salesman and as a leader in fraternal and church circles. He is District Deputy Chancellor of the Knights of Pythias of the state of Missouri and holds other important offices in several societies. Throughout the state he is receiving congratulations of his scores of friends and acquaintances upon his elevation to this important business post.

Labor-1927

Occupation, Wages, etc.,

Pennsylvania.

TELEGRAPH
HARRISBURG, PA AUG 11 1927

FLOATS TO BE BUT ONE FEATURE OF BIG PARADE

Novelties and Entertainment Added to Program For Cooks, Waiters

As time draws near for the national convention of the National Association of Colored Cooks and Waiters to be held August 23-28, leaders of the organization are exerting every effort to add diversions to the program for the entertainment of the guests who will be here fro mall parts of the United States with several from foreign countries.

While several parades will be held the biggest will be the afternoon of Thursday August 25. State Director C. B. Erwin to-day announced that a big section of floats will be line of march. He announced them, Freihofer's Bakery which will disttribute samples of cakes and bread; H. J. Heinz products with samples; Fame Laundry, Russ Brothers, which will exhibit children eating ice cream; Hoak's Dairy, Parson Drug store, Schmidt, florist, Troup Brothers who will supply music en route, Schmidt Bakery. This is a partial list, he announced and others are expected.

For the particular entertainment of the delegates and the city in general Mr. Erwin announced May Brown and Garland Howard with a fast stepping bronze beauty chorus in one of America's best colored musical comedy production at the Majestic August 23 and 24.

Morris A. Cowan, national president of the association and of the Penn-Harris and Booker T. Washington hotels of this city to-day announced confirmation of a previous announcement that the Rev. J. C. Austin, of Pilgrim Baptist Church, Chicago who is acclaimed one of the greatest of Negro orators will speak at the Majestic theater the opening night of the convention. Tickets may be secured from Mr. Cowan at the Penn-Harris hotel.

Labor—1927
Occupation, Wages, etc.,

Tennessee,

Delivered Mail Forty-five Years

SHADRACH H. CARTER

After 41 years of efficient and faithful service as a letter carrier out of the local post office, Shadrick H. Carter, one of the city's most popular and highly respected citizens, accepted his place on the government's list of retired employees last Tuesday. Because of his excellent service over the long period, Mr. Carter will receive a substantial amount each month as long as he lives.

As the veteran carrier turned over his pouch to the officials at the post-office last Tuesday, Postmaster Graham, Superintendent of Carriers A. H. Hollingsworth, and others of the officials and older carriers lauded his faithful service and expressed regret at his retirement from the force.

GAZETTE-TIMES
PITTSBURG, PA.

MAY 16 1927

Poverty Wages in Tennessee.

SOME light on the "why" of poor white trash" and "shiftless Negroes" in the South is shed by a report of the Women's Bureau of the United States Department of Labor.

Investigation has been made of "representative factories, stores and laundries in 28 cities of Tennessee, employing 16,596 women." It revealed that the median week's earnings of white women workers is $11.10. Half of those employed in the 216 establishments covered receive less than that amount. And working time runs to 60 hours a week. As for the Negroes, half of the women employed in the industries investigated earn less than $6.95 a week. It is readily calculable that among the white women many are receiving less than 20 cents an hour for their labor; many among the colored getting no more than 10 cents.

Labor NEWS

Hamilton, Ont
May 27, 1927

AVERAGE WEEKLY PAY FOR NEGRO WOMEN WAS $6.96

Investigation Shows Women Wage Workers Need Trade Unionism

An average wage of $11.10 a week for white women working in 216 factories, stores and laundries in Tennessee is reported by the United States Women's Bureau. The average for negro women was $6.96.

The earnings of over one-half of the women fell between $7 and $14, while practically three-fifths as many women earned less than $7 as were in the group earning $14 or more. Eleven per cent. in all industries earned less than $6 a week. The cigar industry, with 22.9 per cent, showed the largest number of women who were paid this wage. The less than $6 rate was paid to 12.2 per cent. of laundry workers, 16.7 per cent. in woolen goods, 17.8 per cent. in women's dresses and aprons, 17.9 per cent. in hosiery and 20.8 per cent. in miscellaneous wood products.

The percentage of women in all industries earning less than $9 a week was 31.3 per cent., and but one-fourth of the total number received over $15 a week.

An investigation of living conditions of 10,300 women showed that 79 per cent. were living at home, 7.9 per cent. with relatives outside their immediate family and 13.1 per cent. independently.

"It is important to remember," says the report, "that the financial needs of the women who lived independently were not necessarily any higher than those of the women who lived at home, for in many cases the women in this latter group were responsible, either partially or entirely, for the support of others."

Labor-1927

Occupation, Wages, etc.,

Texas.

BOASTS CHAMPIONSHIP TRAIN CALLER OF U. S.

SAN ANTONIO, Tex., July 27. — Austin Outlaw, station porter and train caller in the Missouri Pacific Lines station at San Antonio, Tex., claims to be the champion train caller of the English speaking world. Austin has been calling trains fourteen years and is now issuing a challenge to any train called who talks "United States." Unusual as it may seem, he calls trains so people can understand what he is saying and he has been commended by innumerable numbers, passing through San Antonio, for his clear enunciation. Senator Earle Mayfield of Texas, once declared Outlaw is one of the best train callers he ever heard. Now, the Missouri Pacific Lines officials are going to give Austin a chance to prove it. They propose to have a contest for train callers on the system and then pit the winner a gainst train callers of other rail roads. Plans are being made to broadcast the contests over some of the larger radio stations and let radio fans decide the issue by a telegraphic vote

Argus 7-29-27

St. Louis, Mo.

Labor - 1927
Occupation, Wages, etc.,

Virginia.

ENTERPRISE

DEC 3 1926

FUTURE OF NEGRO SKILLED LABOR SAID TO BE BRIGHT

University, Va., Nov. 30.—An optimistic view of the future for Virginia negroes in the skilled trades and crafts is taken by Dr. Raymond B. Pinchbeck in his study of "The Virginia Negro Artisan and Tradesman", just published as No. 7 of the University of Virginia Phelp-Stokes fellowship papers.

Dr. Pinchbeck, who is now professor of business administration at Roanoke College, completed this study while attending the University of Virginia, where he was holder of the Phelps-Stokes fellowship. This fellowship was established in 1912 by a gift from the Phelps-Stokes fund to stimulate interest in the study of the problems of the negroes in the Southern States.

"Negro Housing Conditions in Certain Virginia Cities," is the subject of the eighth study by Charles L. Knight, which is to be published in the near future. Both of these studies were made under the supervision of Dr. Tipton R. Snavely, of the school of economics.

From 1620, when the first cargo of Africans were landed in the Virginia colony, Dr. Pinchbeck traces the conditions of the skilled negro workers down to the present day. The study contains 146 pages in which the facts found by Dr. Pinchbeck are set out.

"It is of greatest importance that Virginia realize that the progress of the State will be seriously handicapped so long as practically one-third of the population remains in the ranks of the unskilled," writes Dr. Pinchbeck in his concluding chapter.

"The State has left the support of higher institutions of technology for negroes largely dependent upon private sources of revenue. As a result, there exists a kind of paternalism growing out of the fact that the State has left the support of even the few negro institutions of this type dependent upon philanthropy of a relatively small number of wealthy individuals.

"The negro possesses what has been termed by some as a natural propensity for work in the trades. But the failure of the public schools to provide the proper courses in their curricula is evidenced by the large percentage of the negroes who do not attain the vocation of their choice.

"The type of education needed for whites and negroes in Virginia is that which will not only reveal and develop the latent powers of the children of both races, according to their several abilities, but which will also show the dignity and importance of skilled craftsmanship in mechanical vocations as well as in the professions and socalled higher pursuits.

"Technical education should not supplant general education but should supplement the curricula and provide that type of instruction which will attempt to adjust the individual to that part of the economic system of society in which he most aptly fits."

Colored Help For The Chamberlin

From the (Petersburg) Progress-Index

The Newport News Negro Business League is sending a delegation to New York to appear before lessees of the Chamberlin-Vanderbilt Hotel being erected at Old Point, to urge the employment of Negro waiters, bellmen, porters and barbers in the operation of the new hotel. The Norfolk Journal and Guide, a colored newspaper, says very properly that "It is paradoxical, in the light of Southern customs and time-worn traditions, that members of our race should have to enter a formal and special plea, backed up by the strongest sort of influence, to get a chance here in the South to cook, to wait upon the table and to polish shoes. But such is true."

Maybe it is true. But if such be the case, it is a condition probably not due to Southern men. It is very probable that the operation and management of the Chamberlan will be in the hands of Northern men. We do not believe for one instance that any respectable white man in Newport News is opposing the employment of colored servants with which to staff the new hostelry. The Progress-Index agrees with the Newport News Press in saying that it would be distinctly disappointing to find in the Chamberlin Hotel when thrown open to the public, white waiters, white porters, white bellhops and white chambermaids. "It would be smashing a tradition," says the Press, "which would wound the feelings of most of us, to find in the Chamberlin resurrected white foreigners in the places so efficiently filled, so acceptably filled in the old hotel by Virgina men and women of the colored race."

The Register agrees with the Journal and Guide, but the very reason that negro waiters should be employed in the Chamberlain hotel in order to carry on its old tradition of Southern hospitality, is that they would, or should be, utterly free from any taint of superciliousness. The tradition of the negro in the South is that of service. Bu it is a high tradition, not a low, ignoble one. The Journal and Guide cannot help the Negro and his cause by that air. One cannot ask for a blessing and sneer at it the same time. Not successfully at any rate.

NEWPORT NEWS
VIRGINIA

MAR 2 1927

Negro Hotel Waiters

(Danville Register)

The Newport News Negro Business League has sent a delegation to New York to ask the lessees of the Chamberlain-Vanderbilt Hotel at Old Point Comfort to employ negro waiters, bell hops and maids in the service of the hotel. The delegation goes to New York with the support of the Newport News Press and the Petersburg Progress-Index, and with the ironical comment of the Norfolk Journal and Guide, a negro newspaper, following it.

The new Chamberlain, is rapidly nearing completion on the site of the old hotel. The Journal and Guide says: "It is paradoxical in the light of Southern customs and time-worn traditions, that members of our race should have to enter a formal and special plea, backed up by the strongest sort of influence, to get a chance here in the South, to cook, to wait upon the table and to polish shoes. But such is true."

Labor-1927

Occupation, Wages, etc.

West Virginia

$1,200,000 to Fight the Unions

In West Virginia, about 20 years ago the "Yellow Dog" contract first appeared. Since then the state has been a haven for open shoppers and today elaborate plans are laid for keeping the unions out.

The Ohio Valley Industrial Corporation of Wheeling, W. Va., is an organization similar to a Chamber of Commerce with a dual mission. They have a cash fund of $1,200,000.00 for the purpose of keeping unions out of the district and they use this fact as a bait to lure small manufacturers from New York to a sure slaughter.

From an "Industrial Report" prepared by the Ohio Valley Industrial Corporation, Wheeling, W. Va. it is evident that the manufacturing enterprises derive labor from the wives and children of the underpaid miners and steel workers in the district who are forced to slave in clothing factories in order to boost the family income to a point nearer the maintenance mark. Rent is exhorbitantly high and wages extremely low. Female and child labor are prevalent and unprotected. The municipal and state governments are owned and controlled by the manufacturers and the courts are known to be partial to them.

Daily Worker 6-22-27 New York

In a recent campaign to lure some New York clothing manufacturers into their spider web, the real estaters and bankers of Wheeling, W. Va., had the Ohio Valley Industrial Corporation promise as follows:

"Labor rates in the Ohio Valley District are low—we are in position to demonstrate to you that the average saving on labor alone will be approximately $25,000.00 a year for each 100 employes—the Ohio Valley Industrial District offers a large supply of non-union female labor at low rates." All of these females are wives and daughters of miners and steel workers who are so underpaid that they cannot meet the high cost of living in the Wheeling District. A glance at the comparative earnings and rents paid by laborers in Wheeling will show this very plainly.

"The wages paid skilled workers average from $15.00 to $25.00 a week of forty-eight hours.

"Laundry workers are paid a straight salary of $10.00 to $14.00 per week.

"Clerks employed in National Chain Stores average from $10.00 to $15.00 per week."

Negro women can be hired for four dollars a week and Negro men for six dollars a week, as in any Southern state.

"The following is the average rental scale of house rents:

"Houses suitable for white skilled employes (the ones who earn $15.00 to $25.00 a week, don't forget) $30.00 to $50.00 a month.

"Houses suitable for white unskilled employes (with earnings of $10.00 to $15.00 a week) $20.00 to $36.00 per month.

"Houses suitable for colored employes (you may depend upon it that a self-respecting pig would not want to live in these houses) $12.00 to $20.00."

From these figures it is apparent that industrial real estate brings handsome profits.

Sixty percent of the clothing workers are women and there is "an abundance of female labor, especially young girls."

To quote further from the Report, "We can assure you that you will not have any labor troubles in the District, as this is a strictly non-union District and the attitude of the Courts and the financial interests are centered towards protecting the manufacturer's interest."

Open Shop—No Strikes.

There are no strikes in the Wheeling District, we are told, because 85% of the labor is employed on the open shop basis. In 1921 the large steel mills broke the union which has never successfully re-organized.

Labor laws are framed to protect the manufacturers. The Commissioner of Labor has no power. Children above 14 years may be employed for eight hours a day. There are no laws at all regulating female labor, and the Workmen's Compensation Act is not compulsory but protects the employer, nevertheless.

The most foolish statement contained in the "Industrial Report" is that, "over 98% of the city's population carries savings accounts." Considering the low wages, high rentals and large degree of unemployment (stressed as the "abundance of labor—which is never scarce") that is indeed a miraculous accomplishment—or a downright lie.

—NORMAN SILBER.

Labor - 1927

Unions, Strikes, etc.,

Africa

South Africa Boasts Trade Union With 50,000 Members

One of the most significant developments in South Africa during recent years has been the growth of the Industrial and Commercial Workers' Union, a native organization, which although not quite ten years old, boasts a membership of 50,000 or more.

Started After War

Originating shortly after the Great War in an attempt to organize unskilled dockyard labor, the movement spread to Capetown where its real growth started. The movement hitherto inspired and guided by members of the English A. S. E. now came under the influence of one Clements Kadalie, who starting at the bottom has worked up to the position of general secretary and was honored with being sent to the Geneva conference as an unofficial delegate.

Kadalie linked up the union with other incipient movements in other towns and headquarters were finally established in Durban from which propaganda is sent out to all local bodies.

Obstacles Many

Stating as its policy the improvement of wages, conditions of work, and relationships between employer and employee, the union has met with many difficulties. There are allegations that the organization is anti-white. Then there is the problem of migrant labor, and last but not the least, the problem arising from the fact that the bulk of the natives are isolated farm workers, working for very low wages.

Rural Problem Greatest

It has been in trying to reach the half million or more natives in the rural sections that the union has encountered an enormous obstacle. In Natal and Orange Free State particularly, has antagonism been manifested. Farmers through pressure of the boycott and with the assurance of government intervention if necessary, have succeed in some instances in crushing efforts of the union.

A large portion of the native population have been living in poverty which to a European would mean destination. Wages must go up if social conditions are to be bettered. Mr. Kadalie has made a lecture tour of Europe and America and has secured the post of representative of South African labor to the International Federation of Trades Unions.

The union is gradually being recognized as a powerful and economic force and has set up among white unions a movement toward sympathetic action.

Labor – 1927
Unions, Strikes, etc.,

Afro-American Flat Janitors' Union.

LIFE OF UNION IS MENACED, THE CHIEF DECLARES

President Jones Says Reign Of Terror Threatens Janitors' Union

George S. Jones, president of the Afro-American Flat Janitors' Union, 2303 Lake street, in a statement issued to the press of the city, severely takes to task those who have criticized the formation of his organization as a "Jim Crow" order. Mr. Jones calls the attention of his critics to the fact that he has white as well as colored janitors in his union and that no man is refused admission on account of color.

Mr. Jones further declares that the present case of murder pending against Albert Cress, 3445 Eberhardt, Tom H. Connor, 2941 Warren and Michael Sexton, who confessed firing the shot that killed Edward Dunn, 1828 Fulton street, an organizer for Jones, is a test case as to whether or not his organization will be terrorized by the sluggers of the other union. This case was continued to March 14th.

It will be remembered that the police who made the arrest in this case, changed their story when the case came up for hearing on a motion to allow Sexton to be admitted to bail. This change of front permitted the accused man to be released in bail of $35,000.

According to previous statements as given to the papers by the police, the squad of Sergeant William Maher and had anticipated trouble in the vicinity and had seen Dunn as he was called to the auto of the killers. This previous statement declared the officers saw the guns of the accused man before the fatal shot was fired but were unable to reach the scene quickly enough to avert the murder.

Same Old Feud

It is pointed out by colored labor leaders of the southside that this is but another chapter of the bitter fight for equal recognition in the labor unions. It is said that while the white unionists will not tolerate colored members on an equal footing, they bitterly oppose their organizing separately and resort to homicide, arson and sabotage to prevent it. It is being strongly urged that all the facts surrounding the present conditions be laid before the Cook County Grand Jury for thorough airing.

President Testifies

Among the state's witnesses summoned by Attorney Stewart to testify before Judge Miller in the motion for bail for Sexton was George S. Jones, 2303 Lake street, president of the Afro-American Federation of Labor. Included in this organization is the Afro-American Flat Janitors' union.

He denied that his was an outlaw union and said it was composed of members of both races. In a statement given to the press, Jones said:

"After our men get jobs of their own as janitors white union sluggers go around and threaten to blow the building where they are employed and making other threats if they don't agree to join their union.

"They go to the white members of our organization and tell them to get out of the Negro union. The man Dunn, whom they murdered in cold blood, had left their union because they would not give him work. And as soon as my organization got a job for him the white sluggers came to him demanding $250 or rejoin their union. He refused to do either, so they laid for him and shot him down as he was going to his work."

Labor - 1927
Unions, Strikes, etc.,
Birmingham, Ala.

Alabama.

FEB 3 1927

ENCOURAGES NEGROES

Welfare And Publicity Work Cites Stories Of Success By Race

Encouragement of negro workmen of the South in loyalty to their employers and honest effort is the objective announced by the Negro Welfare and Publicity Work, an organization operating from headquarters in Tuskegee, Ala.

Program of the organization includes mailing of monthly letters to negroes in every section of the South. Each letter gives concrete examples of negroes who have succeeded through honest effort as well as of others failing through shiftlessness. The organization is supported by public subscriptions. W. H. Lewis is president of the body.

Labor—1927
Unions, Strikes, etc.;

American Federation of Labor

Negroes March Into Labor Unions

6,000 Negro workers organized in 165 local unions are affiliated directly with the American Federation of Labor, the *Preston News* columnist states. Transportation workers, such as coach and car cleaners, freight handlers, shipyard workers, train porters, platform men and mail and baggage handlers, comprise the bulk of the 6,000.

COLORED CITIZENS SPURN ENTICEMENTS OF "REDS"

Plot To Enlist Members Of Race In a Move Against Government Proves Unsuccessful.

LESS THAN 100 GO OVER

A. F. of L. Exposure of Labor Congress' "Red" Affiliation Hurts the Plans Of Body.

By M. Jay Racusin

NEW YORK, July 6. — Inquiry among representative individuals of Harlem's 250,000 Negroes indicated Wednesday that the Russian Soviet's scheme, disclosed in the Herald Tribune (a white daily) to bring the American members of the Race under their spell for eventual use as a weapon to capture the United States' government for Bolshevism has so far met with little success. Beyond a few persons here and there who had been especially susceptible to the communistic propaganda it was made apparent that neither New York nor the nation as a whole had little to fear from any appreciable defections for some time.

Remain Loyal Citizens

Despite the fact that the American Negro Labor Congress, with headquarters in Chicago, and under the leadership of Lovett Fort-Whiteman by special commission of the Moscow Third International, has been spending money lavishly since the early part of 1925 to win the Negro population of the country for the Red standard, it was declared by a well-informed person in the Harlem district that it was doubtful whether the Bolsheviks had actually converted a hundred Negroes there in the two years to the Communistic idea.

Spurious Money Used

It was said there was money enough from Moscow for propaganda purposes, but there were intimations that not all of this currency could be said to be valid as it was known as far back as 1920 that Moscow was at work on counterfeit money for subversive purposes in the United States. How much of this actually got into circulation here has not been determined, although the Federal authorities have been watching for the counterfeits ever since the move became known.

Inserted "Reds"

It became known also that Robert Minor, the radical cartoonist, had become associated with the Congress movement here in behalf of the Russian Reds early in the movement and has since occupied a prominent position in its activities, working for the most part out of Chicago headquarters of the organization.

It was the first intention of the congress leaders, Fort-Whiteman, Richard B. Moore and Minor, that its association with and sustenance from Moscow be kept secret, but the relationship soon came out of much of the wind was taken out of the congress's sails by a warning issued by William Green, president of the American Federation of Labor, who made public its true nature. Various Negro organizations which had not suspected the Red affiliation thereupon dropped away, leaving a comparatively small group to carry on the communistic activities.

THE AMERICAN FEDERATION OF LABOR

PRESIDENT GREEN of the American Federation of labor, is interesting himself and his organization in the affairs of the workers in Latin-American countries. He might better utilize some of his time in persuading his co-workers to consider the plea of the American colored workers through their representatives for full and free recognition in all of the unions. Some time since the leaders of the National Urban League laid before him the plea for the admission of colored workers into all of the affiliated unions.

As yet no defnal stand has been taken in this matter.

We hope that President Green will let his interest in the worker begin at home. The Negro is called upon to protect the industries of the country along with his other fellow-citizens in time of war.

In times of peace he should share fully the fruits of labor on equality with all other citizens in all fields.

We hope this plea has not been permanently tabled. Those who assumed the task of seeking to place him more largely in the ranks of union labor should now renew those efforts.

This is age of organizations. We can not afford to be left out of the considerations of this strong, forceful organization that boasts of its love for interest in the workers. We, by all means should be included. The ambition is a laudable one.

REBUKING THE UNION

The bill prohibiting the employment of women in Illinois for longer than eight hours each day which was defeated recently when the four legislators of our Race at Springfield voted against it, caused a flurry of surprise from several union headquarters in the state. Why, they asked, should we be opposed to such a measure, since there are so many of our women employed as laborers and forced to work from 10 to 14 hours daily?

The answer is simple. The vote against the bill at Springfield was a vote against the present policy of the American Federation of Labor and its locals. It was a vote against unionism in its present state.

When all discrimination is wiped out in the union, when all bars are let down, making it possible for men and women to earn a living in honest competition with men and women of other races, it will then be time enough to expect reciprocation from our Race in matters of legislation.

While long hours of labor are admittedly injurious to women, the attitude of the union toward our men and women certainly has been no assurance that the new law would be applied to them, especially since they would have to continue as "scab" laborers. For years an effort has been made to break down the color barriers in the union, and appeals have been made directly to the head of the American Federation of Labor, but no results have been obtained. And because of the airtight ruling on these matters by local chapters, skilled workers are forced out of their trades and compelled to accept whatever is offered them by dictators of their crafts.

The action of our legislators in repudiating this union sponsored bill may serve as a warning that wherever it is possible to bring pressure to bear on discrimination and injustice, it will be used to its greatest power.

RACIAL LABOR PROBLEMS BIG FACTORS AT A. F. OF L. MEETING

Los Angeles, Calif., Oct. 14.—Assembling in the stronghold of the "open shop" advocates, 600 delegates from the 1,369 units entitled to representation are conducting the 47th annual convention of the American Federation of Labor. The convention will last two weeks. Fraternal delegates are here from Mexico, Canada, Great Britain, France, Germany, Italy and elsewhere.

One of the most important subjects that will be taken up will be the racial labor problems, and particularly that of the Mexican labor situation. With the forthcoming renewal of the bitter fight waged last winter over the proposal to apply the quota plan restrictions on immigration from Canada and the Latin-American countries, a certainty of the coming session of congress, the problem is one that is slated for a great deal of attention during this convention.

At the recent convention in San Bernardino of the California State Federation of Labor a resolution was adopted declaring that the reasons exist for an immigration quota for Mexico as for European countries. It was declared on the convention floor that large numbers of Mexicans (346,693 from 1921 to 1927) are entering the United States without restrictions and that they are entering the industrial occupations in competition with American workers (1,560,000 Mexicans estimated as living in the United States in 1927).

The convention likewise called on congress to enact legislation prohibiting Filipino laborers from coming into the United States, either direct from the Philippine islands or by way of Hawaii. There are 70,000 Filipinos in Hawaii and some 40,000 in the United States, mostly California.

The federation's opposition to Mexican labor is that it is definitely cheap. In Texas the rates are from $1.50 to $3 a day for unskilled work. In California the rates are somewhat higher, and in St. Louis they are from $3 to $4. According to the department of labor survey the average earnings per person of some 15,000 Mexicans employed in the sugar beet fields of Michigan, Ohio, Indiana, Minnesota, North Dakota and Iowa amounted to $145.34 for the 1926 season.

ASK A. F. L. MEET TO HELP SETTLE PORTERS' CASE

LOS ANGELES (PCNB)—A request that the American Federation of Labor now in session here, help Pullman porters secure a living wage will be made by A. Phillip Randolph, national organizer, before that body this week.

Randolph is fighting to get the matter carried directly to the President of the United States.

Mexican Quota Law

That racial labor problems will form an important part of the business of the convention is indicated in the looming fight to place Mexico in the quota clas and limit the emigration from this as well as other Latin-American countries.

Large numbers of Mexicans, it is said, have been entering this country without restriction and are entering industry in competition with American workers, cheapening wages and lowering the general standard of living.

CHICAGO LABOR IS BLAMED FOR IGNORING LABOR

Conference Urged for Negro Work

CHICAGO, (FP) Nov. 9.—The question of blame for lack of organization of Negro workers, projected into the meeting of the Chicago Federation of Labor by a Negro delegate, developed spirited debate and overshadowed all other ssues at the meeting.

J. W. Ford, Negro delegate of the Postoffice Clerks, charged the American Federation of Labor with insufficient activity in Negro organizatin. The debate followed a report on the Los Angeles A. F. of L. convention.

Urges Conferences.

President John Fitzpatrick and Secretary E. N. Nockels of the federation defended the policies of the A. F. of L., declaring the blame for lack of organization among Negroes rested upon the Negroes themselves. "The door is open to them," Fitzpatrick said. "But they won't come into the unions, either white or black organizations."

Ford urged a conference between white and Negro labor leaders in Chicago to discuss means of bringing Negro workers into the unions. "In the past there has been merely declarations of policy and no action," Ford said. "The problem will not solve itself."

Delegate Hits Convention.

A resolution to limit the holding of federation office and voting to members attending at least 8 meetings during the year was defeated. David McVey, Lathers union delegate, sponsored the proposal. Secretary Nockels led the opposition.

The A. F. of L. convention again came under attack when Arne Swabeck, Painters' union delegate, protested the convention did not take a sufficiently vigorous stand for freedom for Tom Mooney, San Francisco bomb frameup victim. "Since the convention was held in Mooney's state the case should have been more emphasized," Swabeck told the delegates.

Fitzpatrick answered that the A. F. of L. did not wish to follow methods used in the Sacco-Vanzetti case, which he said reacted adversely.

Lab. - 1927

American Negro Labor Congress.

Unions, Strikes, etc.,

HERALD
AUGUSTA, GA.

OCT 1 1927

TRAINING AMERICAN NEGROES

ONE of the many plans of the soviet government to spread its doctrine of communism throughout the various nations has been the establishment of a "University of Far Eastern Peoples" in Moscow. The American negro has been sought for enrollment at this university and it is alleged that many are now in attendance at this institution.

The New York Herald-Tribune in commenting on the activities of the soviet government, says:

"The soviet idea of training American negroes at a 'University of Far Eastern Peoples' in Moscow to start a red or black revolution in the United States is fantastic enough to be a fact. The more grotesque the scheme the more, apparently, it appeals to the ferments in the bolshevist mind. Of the benevolent intentions, according to their lights, of the Russian leaders there is evidence enough in the activities which the Herald-Tribune has reported. The communists have a paternal interest in the American Negro Labor Congress, and they have hopes that the young men whom they are educating in Moscow will do some real upheaving when they come home Meanwhile, classes in Harlem on 'Economics in Imperialism,' 'The Chinese Revolution' and 'The History of Communism' are to forward the good work. The approach toward a negro uprising seems to be notably academic.

"To most Americans, white or colored, the notion of the negro population's going communistic is absurd. The outlook of the negro is purely American, governmentally and economically. The persistent bolshevist effort to stir up the colored people of the United States points to an over-supply in Moscow of ignorance and gullibility."

We are not of the belief that the American negro will be led off by any such movement on the part of the Russians. It is true that the soviet government had representatives attend the Negro Industrial Congress, held in Chicago, but the results of the movement proved discouraging. The communistic element is active in disseminating propaganda among labor organizations, but the real foothold it has secured in this country has been lodged with the educated bolshevik type. Insofar as concerns the negro, there is no danger of conflict arising. The negroes know the white people of the South and the white people understand the negro and know how to deal with conditions. Such movements on the part of hired representatives of the soviet government will not spread effectively the communistic doctrine in the South. It may gain some hold in the [illegible] industrial centers of the North where there is a large foreign population, but it is a waste of time to spend their efforts in the South.

TO TURN NEGROES INTO "REDS"!

SOVIET ALCHEMISTS are possest with the idea that they can transmute American negroes into revolutionary Reds, according to a story unearthed in New York, Washington, and Chicago. The scheme of conversion is said to be the transportation, all expenses paid, of groups of not more than ten negroes at a time to Moscow for training courses of one to three years in Communism, whence they are to return as Red apostles of revolution among the colored people of the United States. Meantime it is alleged that the American Negro Labor Congress, with headquarters in Chicago and a publication, is serving as a clearing-house for Bolshevik propaganda, and a means of recruiting candidates for Moscow treatment. This exposé first appeared in the New York *Herald Tribune*, signed by M. Jay Racusin, following a propagandist speech in a Harlem negro church made by one Lovett Forte-Whiteman, who had been in Russia and led in the organization of the Labor Congress after returning to this country. Mr. Racusin reports that the first group sailed from Philadelphia in September of 1925, eluding efforts of New York and Federal authorities to halt them, and he estimates that from 50 to 100 have gone over to learn the Red gospel.

The Washington correspondent of *The Herald Tribune* wired that "government officials were amazed" at the disclosures concerning the Soviet plot which "were seen at the State Department as the strongest possible vindication of the department's settled policy of not recognizing Russia." This kind of sentiment is editorially echoed by the Indianapolis *Star*, which says,

"The latest revelations should convince any doubting Thomases in Congress. The American Government's objection to recognizing Russia has been based on two grounds: Failure of the Soviet régime to pay its debts and the activity of Communist propagandists. The latter count has been immensely strengthened."

While the Philadelphia *Inquirer* doubts if the negro race is promising communistic material, it believes that the activities of individuals should be watched:

"The situation is not complicated by official relations with the Soviet Government. We are perfectly free to boycott these enemies of mankind. Indeed, the time has come when the whole civilized world should encircle Russia with an invisible barrier for its own protection. What they are trying to do here they are trying to do everywhere. Bolshevism is a political infection that must be quarantined."

"NOW GET THIS, MISTER BOLSHEVIKI; MY COLOR IS FAST AND YOU CAN'T MAKE IT RUN RED"

—Morris for the Adams Service. ©

The Philadelphia *Public Ledger*, however, thinks just "another hobgoblin" has been raised. The Memphis *Commercial Appeal* suggests that colored people may possibly be inveigled by Russia into a secret organization, "but there are educated negro leaders who know the evils of the Russian system, and it will be their duty to guard their people against any error."

"The negro communistic bogey is quite a venerable one," says the Norfolk *Virginian-Pilot*. According to this Southern paper:

"The largest center of negro radicalism in the United States is New York. But, according to *The Herald Tribune* itself, 'it was declared by a well-informed person in the Harlem district that it was doubtful whether the Bolsheviks had actually converted a hundred negroes there in two years to the communistic idea.' By *The Herald Tribune's* own factual reporting, the negro Communist terror qualifies as a false alarm."

Inter-Racial Meet In Philadelphia To Discuss Unions

PHILADELPHIA, Pa., Oct. 25. — Delegates from many workers' groups will gather at the Inter-Racial Congress to discuss a full program of important subjects bearing upon race relations in America and their results. The American Negro Labor Congress, Philadelphia Council, has arranged the conference. The first session, from one to five p. m. Friday, Oct. 28, at 1025 Cherrie St., will have on its list the following topics: Causes of and Cure for Race Antagonism and Lynching; New Fields for Interracial Cooperation; Colonial Peoples and World Peace.

The second session, at the same place, from 8 to 11 p. m. will take up: Recent Developments Producing Race Friction and Race Riots in the North; Organized Labor's Attitude Toward the Negro, and will continue the discussions in Colonial Peoples and World Peace.

Daily Worker 10-26-27 New York, N. Y.

Speaker at Negro Labor Conference Hits Imperialism

By THOMAS L. DABNEY.

PHILADELPHIA, Nov. 7. — Asserting that "there is no such thing as instinctive race prejudice" Miss Ellen Winsor, speaking at the Forum of the Philadelphia Council, American Negro Labor Congress, held that the development of hatred between the races was due in part to the false and cheap propaganda of [illegible] to poison the minds of their children against those of other races. Miss Winsor spoke on "Peace and Good Will Among Races and Nations." Her address was a refreshing contrast to the usual religious sentimentalism on which most peace addresses are based.

The basis of the whole problem of interracial and international peace was summed up by the speaker in the statement that "there is a small group of people in all countries who own all our natural resources." It is this monopoly of our natural resources by the few and the consequent control of our social life by them that accounts for the present struggle between races and nations often leading to war.

To show clearly how economic forces determine national attitudes on race, the speaker said that France, while quite fair to Negroes within her borders, is enslaving her colonial peoples. In the Virgin Islands race prejudice is spreading as a result of American subjugation of the people there.

As she proceeded the speaker gave reliable facts showing the naked, filthy and sordid policy of American imperialism as it developed after the Spanish-American war. "America is dominating 21 Latin countries." American imperialism at the behest of the National City Bank of New York seized Haiti in 1915 and since that time has been responsible for the murder of over 3,000 Haitians and the enslavement of the Haitian people. To secure peace against such forces of imperialism requires more than resolutions and petitions.

The discussion centered on Miss Winsor's statement that a new order of society can be brought in existence without a revolution. It was the opinion of most of the participants that those who own our natural resources can never be persuaded to give them up voluntarily.

Labor- 1927
Unions, Strikes, e

American Negro Labor Congress.

THE AMERICAN NEGRO LABOR CONGRESS RADICALS

MR. M. JAY RACUSIN has aroused discussion in a new phase of the race problem in the United States by a contribution to the New York Herald Tribune on the activities of the Russian Soviet propagandists, which we reproduced in the last issue of The Negro World and which has attracted general attention and aroused the government at Washington, we are told. According to Mr. Racusin, the activities of the Russian Soviet among American Negroes is well organized, with permanent headquarters, the organization being known as the American Labor Congress, the leaders of which are named as Richard R. Moore and Lovett Fort-Whiteman. They have a newspaper organ of their own and threaten to have a school in Harlem as well as to send selected persons to Russia as students who shall be graduated missionaries of Soviet Communism and help to conquer the world, with destruction of existing governmental systems and industries and the substitution of Soviet government and industries. Mr. Racusin says:

The Reds' plan, as outlined by authoritative sources, is simple enough. It embraces the establishment of an organization among the Negroes here to function as a clearing house for Bolshevik propaganda among the members of the race, the selection of certain individuals among them for transportation to Moscow and thorough instruction there in the operation and theories of communism, their early return and activity to bring the whole Negro population solidly under the influence of their Red ideas and through them eventually to strike an effective blow at the government.

It was undoubtedly this scheme to which Zinovieff referred when he told the Third International at Moscow in March of last year that the "clandestine method adopted for America would concentrate gradually with greater and greater power."

Far be it from us to decry or underrate any movement which promises to benefit the American Negro in his social, civil and economic privileges and immunities, but we do not believe we have any such promise in the Russian Soviet Communistic movement. But even if we had such promise and could obtain it only by an attitude of radicalism and violence toward existing government, civil and economic, we should be constrained not to look upon it with favor. The Negro suffers greatly in his civil and economic rights, but he would suffer more if he should fall in with the American Negro Labor Congress radicalism. And we know the American Negro sufficiently well to be sure that he is not going far with that movement. A few unquiet spirits will follow after it, but the great mass will think it over and remain out of it.

New York Lawyer Sees Method Of Approach As Big Problem; Unionization Is Advocated

"Resolved, That We Intend Not to Increase Hatreds Between Races, But to Do Away With Them"

[Editor's Note—The Pittsburgh Courier believes the Negro is now passing through a rather uncertain period in his existence, a period in which he is trying to find himself trying to adjust himself, a period in which he is considering many theories and schemes put forward to solve his problems. For that reason The Courier feels it to be its public duty to print, not only the news, but individual estimates and opinions on what the race is doing and what it is trying to do. From this motive we offer the article below, to which we do not subscribe, but which we believe will be of interest to and provoke constructive thought among many of our readers. Mr. William Lorenzo Patterson, the author, is a New York City lawyer, who comes originally from San Francisco, Calif., and who graduated from the University of California at Berkeley in 1919 (finishing its law department, Hastings College), then made a trip to London, on which he met many labor leaders, liberals and radicals, and wrote an article for the London Herald on race conditions in the United States. He will contribute another article to The Courier soon on "What Makes the New Negro New."]

By Atty. WILLIAM L. PATTERSON

NEW YORK, June 23.—For the benefit of those readers who have little or no knowledge of the existence of The American Negro Labor Congress, and I presume the majority of those who read this easily fall within that category, I will drop a few words anent its birth, and its infancy which happens to be the period of life through which it now struggles before touching upon what it hopes are for the future.

The American Negro Labor Congress was born October 25th, 1925, in the city of Chicago. It might well be said its father was the Spirit of Freedom; its mother the Desire for Emancipation; it could truthfully be added that organized labor fashioned a cradle to support it in its early days. Incidentally, this cradle has proven somewhat insecure, and its hazardous rocking theatens to precipitate the infant organization on to the rocks. Those who gathered to celebrate this birth, were class-conscious of white and colored workers.

The christening found the newcomer labelled with a title which to my way of interpreting terms is more or less a misnomer. It is not as this name would imply a Negro labor organization, nor does it function ordinarily as one thinks of a congress functioning.

It has been the wish of those who have thus far nurtured this ambitious organization that it should exert its influence to bring about the abolition of discriminations, persecutions, and the exploitations of workers, and that it should aid, abet, and support all movements having as an objective, the deliverance of the darker races from imperialism, to assist in furthering the activities of all militant labor organizations which are consciously endeavoring to end wage slavery, and above all else to effect a rapprochement between white and colored workers under its banner.

These aims are to be realized through the united efforts of the members who are recruited from among the ranks of labor and liberal organizations, regardless of the political affiliations of the individuals or the political character of the organizations to which they belong.

If the plea for membership has been addressed with any degree of particularity to the Negro, and certainly the name suggests the extension of a special invitation to him, it is only for the reason that in America the Negro is the most ruthlessly exploited of the masses and the congress has committed itself largely to the task of his awakening. The necessity of organizing the unorganized colored worker is at once apparent to all class-conscious workers, though there may exist some differences of opinion as to what tactics ought to be employed in bringing about this unionization. Through the collaboration of class-conscious white labor leaders, the American Negro Labor Congress had hoped to answer these questions of tactics to map out a strategetic plan of unionization and of mechanics.

Although still in its infancy, the American Negro Labor Congress by persistent, vigorous and uninterrupted application to the work to which it had been dedicated might early have formulated a plan of action, had there not been injected into its discussions the question which has come to be traditionally, the great disrupting factor where labor solidarity is undertaken in America—the so-called race question. The class-conscious white workers who saw so clearly the vital necessity of an organization which would lay particular stress upon the commonalty of economic interests between white and colored wage earners by some unaccountable psychological reaction concluded that there was no imperative need that their voices be heard in the council chambers of the congress, agitating, advocating, and directing their less experienced colored comrades, and therefore urging that the burden of this work, [illegible] organizing unorganized colored [illegible] workers, be borne by colored worke[illegible]s.

The task of inculcati[illegible]g in the unorganized Negro worke[illegible] a desire to change his economic s[illegible]tus and to better his standard o[illegible] living offers no tremendous pr[illegible]blem. The difficulty lies in bringin[illegible] him to see the correct method to [illegible]e employed in effecting the change. To secure his acceptance of a cour[illegible]e as being correct will not be pos[illegible]ble unless the forces utilized are [illegible] extremely familiar with the method [illegible] of unionization and here the kn[illegible]wledge of the Negro is extremely li[illegible]nited.

White American labor [illegible]aving attained for itself, a comparatively high standard of living, it is without question best prepared to lead the unorganized black masses out of economic bondage. The economic emancipation of the Negro through his alignment with white labor, is absolutely necessary if the white laborer is to continue to enjoy what

so far has been won by his ceaseless conflict with the employer, or if he is to maintain a successful campaign in the future against the citadel of capitalism. That the white worker fails to appreciate this is almost incomprehensible. Yet, as one observes his apathetic attitude where the task of organizing the unorganized black workers is the project at hand, as one becomes cognizant that the white worker seems totally unaware that while such a task may be readily delegated to Negro workers, it is more easily delegated than accomplished, one despairs of the future. The Negro must be shown by influential white labor leaders as well of course, by his own class-conscious leaders, that he can only realize his emancipation and will only achieve his complete emancipation when the masses of blacks unite with men who treat them as equals and fellow-workers in the universal cause.

The barrier thrown across the path of the Negro organizer of militant Negro labor organizations by the unorganized white worker who is usually as lacking in class-consciousness as the Negro worker, must be torn down by the white worker. This will only be done when this portion of white labor is made to realize what it has in common (which in truth is everything) with the Negro wage earner. It will only be done when the white labor functionaries who occupy high places in labor organization by virtue of their ability to deceive those whom they pretend to represent, those functionaries who feverently desire the continuance of the exploitation of all workers, are thrown down from their high places and a new type of leadership established.

Despite Supreme Court decisions despite the support of the liberal press, the plight of the America- Negro is growing more despera— Race antagonisms are becoming sharper, the southern oligarchy, more shameless in its exploitation and more ruthless in its methods of oppression. Northern politicians, even when in control of the government, either wink at these repressive measures or connive with the Southerner in his effort to further degrade the Negro. Witness the forced labor measures of those in charge of the flood situation. Negro politicians can do nothing to alleviate the suffering of the black masses. The day of the parlimentarian is gone; his sun has set.

I have said that the American Negro Labor Congress was not an exclusively Negro organization. I wish now to emphasize that it seeks to do through an alignment with labor by bringing to the Negro particularly, a new interpretation of his economic life what other organizations have sought to accomplish by activities of a politico-socio nature. The abolition of both forced and voluntary segregation, of race discriminations of every kind and nature wherever practiced.

The American Negro Labor Congress establishes the following facts:

First: *That as long as the Negro is unwilling to defend himself there will be lynching and race riots.*

Second: That as long as the masses of Negroes are unorganized, there will be lynching and race riots.

Third: As long as Negro workers and white workers can be played against each other to reduce the wages of labor, race hatreds and frictions between the races will continue to cause race riots.

THEREFORE BE IT RESOLVED: That we intend seriously to organize the Negro masses against lynching and race riots. *But in doing so, we intend, not to increase the hatreds between the races, but to do away with these hatreds.* Polite expressions and passionate sympathy, however, will not be sufficient answer to the murder of our people. We intend that action shall put life into our words.

N. Y. WORLD

JUN 26 1927

Labor Congress To Organize Negroes

School to Be Opened in Harlem is Announcement At Meeting in Harlem

By Lester A. Walton

OUTSIDE the Abyssinian Baptist Church, No. 136 West 138th Street, it was cool enough for top coats. But within, the New York Branch of the American Negro Labor Congress was holding a protest meeting., warmed by feverish oratory.

Scattered throughout the audience were white men and women. Now and then the Negro Chairman consulted a white "fellow worker" about the next speaker. Revolutions and Russia's present form of government were discussed.

It is evident that the American Negro Labor Congress proposes to capitalize the injustices to which the Negro is subjected in Southland. Lynching, peonage, "Jim Crowism" and disfranchisement will be the ammunition used to arouse the indignation of Negroes in the hope of having them join the congress.

The meeting of the Abyssinian Baptist Church was held to protest against the "forcible holding of Negro labor in the flood district." It was charged that the National Guard, in the interest of big planters, was holding Negroes in relief camps of Mississippi and preventing them from leaving the State.

An order, alleged to have been issued by Gen. Green of the State Militia, stationed at Vicksburg, was read, which set forth that refugees would not be permitted to go other than to the plantations and tenant-farms whence they came prior to the flood. This was nothing less than involuntary slavery, speakers declared.

Next to the planters and National Guard officials, Gov. Murphree of Mississippi came in for criticism. The Governor was accused of having protested to Secretary Hoover against the appointment of S. D. Redmond, a wealthy Negro lawyer of Jackson, as a member of the Mississippi Flood Rehabilitation Commission. The Governor is quoted as having opposed Dr. Redmond, although the Negro population of the State exceeds the white.

The American Negro Labor Congress believes desired results can be secured by fighting from afar. This was made evident in an address by the Chairman, William L. Patterson, a Negro lawyer of Harlem, who said:

"We have been asked 'what good would a protest meeting in New York do for the tenant-farmer and laborer of the South?' Due to the protest of Northern Negroes the attention of Federal officials at Washington was directed to the mistreatment of flood refugees, and due to the protest of Norhern Negroes Secretary Hoover named a Negro Flood Committee of which Dr. R. R. Moton of Tuskegee Institute, Alabama, is Chairman.

"Despite Supreme Court decisions of doubted value, despite the support of the liberal press, the plight of the American Negro is growing more desperate. Race antagonisms are becoming sharper, the Southern oligarchy more shameless in its exploitation and more ruthless in its method of oppression. Northern politicians, even when in control of the Government, either wink at these repressive measures or connive with the Southerner in his effort to further degrade the Negro.

"Witness the forced labor measures of those in charge of the flood situation. Negro politicians can do nothing to alleviate the suffering of the black masses. The day of the parlimentarian is gone. His sun has set."

George Bellam, Secretary-Treasurer of the Textile National Workers' Committee, compared the position of the Jew in Russia before the revolution to that of the Negro farmhand in the South to-day.

He recommended organization as the only cure for the Negro tenant-farmer and cropper-share in the South seeking better conditions. Frankly admitting he was not so much interested in the Negro from a humanitarian standpoint as from an economic point of view, the speaker said:

"You may talk about eternal vigilance and agitation, which are necessary, but organization is the only thing that secures for a man the rights and privileges which are his. The crop-sharing system in the South enslaves the Negro more to-day than when chattel slavery existed in 1861. If the tenant-farmer is to free himself from the heels of oppression it will be through organizing a farmers' union 'The land belongs to us because we till it' should be their shibboleth."

Lovett Fort-Whiteman, Negro leader of the congress, who lectured eight months in Russia in 1924 and for whom a Russian town was named, came from Chicago to present the aims and objects of his organization. He presided at the Chicago session two years ago.

Whiteman explained it was the mission of the American Negro Labor Congress to organize black labor; to bring about a rapprochement of white and colored workers; to develop among the Negro proletarian a class consciousness for workers; to agitate among the Negro peasantry whose group is the largest peasant group in the United States, and to awaken the Negro of the Caribbeans to the necessity of organizing a militant labor organization.

In July the American Labor Congress will open a school in Harlem with classes in "Economics of Imperialism," "The Chinese Revolution and "The History of Communism."

PHILADELPHIA, PA.

Inquirer

JUN 30 1927

Red Propaganda Among the Negroes

Bolshevism runs true to form in plotting to subve the Government of the United States by poisoning t negro population with Red propaganda. The idea not novel; it has been assumed on other occasions th negro citizens are so discontented with their lot th they are ready to approve violent measures in the hop of bettering it. But all our history gives the lie to th theory. In spite of instances of race friction, it is pe fectly plain that there is no general discontent amon the negroes. They are as loyal as any other class o citizens. It may be doubted, indeed, if they are a promising Communistic material as whites. Of th agitators in this country how many are not whit men?

The organization, described in The Inquirer yester day, of an American Negro Labor Congress, with head quarters in Chicago, for carrying on an intensive cam paign through local groups all over the country, i simply another illustration of the purpose of the Mos cow gang to promote by fair means or foul a worl revolution. Though there is no possible chance of suc cess, the peril is not too remote to be negligible. Th plan is in the hands of desperate men who will stop a nothing to achieve their purpose. The activities of the Russian trade delegation in England, which led to its expulsion from the country, reveal how completely un- scrupulous Bolshevism is by its very nature. A social revolution must either go forward or backward, and the Soviet Government can preserve itself only by de- stroying others. That is why there should be no com- promise in the issue it has created.

Moscow is now trying to do here precisely what it did in England, with racial feeling as an added weapon. Fortunately the labor leaders in America have never yielded to the lure of the Reds; the American working- man has too great a stake in the prosperity of the country; he is himself a capitalist. Yet the forces of discontent are capable of great mischief, as the history of the I. W. W. has shown. Red propaganda cannot capture the negroes as a race, but it has evidently gone far among individuals, and their activities will bear watching.

The situation is not complicated by official relations with the Soviet Government. We are perfectly free to boycott these enemies of mankind. Indeed, the time has come when the whole civilized world should encircle Russia with an invisible barrier for its own protection. What they are trying to do here they are trying to do everywhere. Bolshevism is a political infection that must be quarantined.

Labor —1927
Unions, Strikes, etc.,

American Negro Labor Congress.

Jews Interested in Negro's Problems

Editor of New Masses Addresses American Labor Congress

Speaking at a meeting of the American Labor Congress held at the recreation center, Mother Zion A. M. E. Church, Michael Gold, editor of the New Masses, said that as a Jew the problems of the Negro were very close to him, and to Jews in general.

"In Poland there are race riots and we are lynched just as you are in the South. Even in America there is quite a deal of prejudice against Jews, the Klan including us in its trinity of hate.

"I am an American and don't want to go to Palestine, and for this reason I hold that America, not Africa, is the best place for the Negro. Negroes must organize; that is their only hope. Your writers and poets and artists will help you, but not very much. The Jews in New York have great writers and thinkers, but it was not until the masses of their workers formed strong unions that they began really to better conditions."

Lovett Fort Whiteman, national organizer of the Congress, also stressed the need of unionization. "The Negro," he said, "has learned by now that ethical appeal has had no effect. A Negro was lynched in Alabama to celebrate Armistice Day."

Whiteman told of a strike that occurred recently in Chicago among several hundreds of unorganized colored girls, and how the Congress appealed to the white unions, which joined in the fight by feeding the strikers and paying them half wages until the strike was won. A closer understanding between the white and colored workers was necessary, he said.

Negro Labor Speaker In Cleveland Arrested At Open Air Meeting

CLEVELAND, O., July 3.—The heights to which police stupidity may rise were revealed when a speaker for the American Negro Labor Congress was arrested here last night at a street meeting, on the charge that he was "stirring up race hatred."

Later Freed.

The speaker was later released and returned to the meeting where he received an enthusiastic reception from the large crowd of 200 white and colored workers. The attempt of the police to break up the meeting was denounced and the crowd signified their whole-hearted support of the program and tactics of the Negro Labor Congress for drawing the white and colored workers closer together for a struggle against their common enemy—the bosses. Several workers signed applications for membership in the organization.

Meetings of the Cleveland local of the Congress will be held every Monday night at the same corner—Woodlawn and 40th Sts.

MANCHESTER
N. H.
ISSUE OF
JUL 2 1927

CORRUPTING THE NEGRO.

The resolution of the Third Internationale, re-authorizing interference in the domestic affairs of other countries for the purpose of promoting world revolution, adopted at Moscow this week, is given especial significance for Americans when set in the background of the recent disclosures made by the New York Herald-Tribune, relative to Bolshevist activities among American negroes.

According to these disclosures, the Reds have an organization in the United States known as the American Negro Labor Congress with headquarters in Chicago, responsible for circulating propaganda and unrest among American negroes. One duty of this organization is to select apt young negroes for training in Moscow in the theories of Communism. A few of these individuals have returned and are at work in this country, while others are still in the land of the Kremlin.

These disclosures tend to confirm suspicions that have been entertained here for some time. When Secretary Kellogg appeared before the Senate Foreign Relations Committee last winter with evidence of Communist interference in American affairs, most people thought that he was making a mountain out of a mole-hill. But apparently the Secretary knew what he was talking about. Evidently also the government's policy of withholding recognition from Russia is not without vindication. Russian agents have been at work for some time in this country attempting to stir up trouble and create unrest and disorder.

Fortunately the American negro is too well inducted to American ideals to be influenced by Russian folly. Inquiry shows that only a few of the more fanatical have listened to the Soviet appeal. It is estimated on good authority that two years of organized propaganda has not succeeded in converting one hundred negroes to Communism. Which is an indication not only of the good sense of the American negro, but also of the fool policy and ignorant miscalculation of the Russian leaders. They expected that the position of the negro offered a fertile field for starting a black revolution in America. They find instead a people shrewd enough to detect the emptiness and deceit of the Bolshevist philosophy.

NEW YORK EVE. POST
JUN 29 1927

SOVIET AGENT USES CHURCH IN HARLEM

Lovett Fort-Whiteman Admits Plan to Convert Negroes to Communism

SENDS STUDENTS TO RUSSIA

How a Harlem negro church was led into turning over its auditorium to alleged leaders of a movement seeking to spread Communist doctrines among American negroes was disclosed today following startling revelations concerning Soviet activities among colored folk of the United States.

The latest discovery may throw new light on the meaning of Zinovieff's now famous speech to the Third International at Moscow a year ago last March, when he said that "the clandestine method adopted for America would concentrate gradually with greater and greater power."

For it seems, according to the Herald Tribune, that under the guidance of Moscow and the direction of Lovett Fore-Whiteman, a negro formerly of Harlem now living in Chicago and admittedly an agen tof the Soviet, young negroes of both sexes have been selected for training in communist schools in Moscow, whence after three years' study they are to set forth to spread Bolshevik doctrines under orders of the Colonial Division of the Komintern.

Such was the admission today of Fort-Whiteman, seen in the offices of William L. Patterson, University of Chicago graduate and prominent negro of Harlem, who is Fort-Whiteman's close personal friend.

Russian Town Named for Him

Fort-Whiteman admitted that since returning from Russia where Bolshevik officials named a town in his honor three years ago, he has crusaded for Communism of the Russian variety and has arranged for scholarships in Russian schools for ten members of his race, two of whom were women.

All except one of the scholarships, he said, went to Southern negroes, but one man was sent from New York.

That one was Aubrey C. Bailey, who before going to Moscow lived at 853 St. Nicholas Avenue.

Fort-Whiteman makes no secret of his work or his objects.

He feels that Russia affords the negro a greater advantage than America. This morning he said, "If under the present order the negro is being denied the fullest rights of social freedom, then I say let him strive to secure whatever order will give him that opportunity to which he is entitled."

At Work in Harlem

Recently Fort-Whiteman seems to have centered his activities on the closely packed negro population of Harlem, taking full advantage of his vacation from the University of Chicago, where he is studying social science. Harlem, he said, will have a school after July, where Communist theories will be taught.

A week ago last Sunday, he admitted, he addressed a meeting in the Abyssinian Baptist Church on West 135th Street, at the invitation of his friend, Patterson. The meeting was called, Patterson said, to raise funds for destitute negroes in the Mississipi flood belt.

Thirteen dollars was collected. Fort-Whiteman harangued the gathering on the advantages of life in Russia under the Soviets and told of his scholarship plan.

George E. Voting, chairman of the board of trustees of the church, told an EVENING POST reporter somewhat indignantly today that when he gave permission to Patterson to use the church after services he thought he was giving permission for a meeting of the New York branch of the National Association for the Advancement of Colored People.

Instead. Voting said, it appeared to him the meeting was held for the benefit of the American Negro Labor Congress, the organization said to mask the activities of the Soviet among colored folk here.

Founded Labor Congress

Fort-Whiteman, who says he no longer has any connection with the congress, nevertheless was one of the founders of it and was its first president, and a number of negro labor leaders were directors.

His activity in this connection began after his return from Russia three years ago. While in the land of the Soviet, he says, he lectured at Red meetings on the possibilities for sowing seeds of Bolshevism among American negroes.

Soviet chieftains were so impressed with his talks, he said, that they thereupon named a town for him and commissioned him to set about bringing the entire colored population of the United States under their control.

N. Y.
HERALD TRIBUNE
JUN 30 1927

Soviet Makes But Few Negro Converts Here

Plot to Enlist Members of Race in Move Against Government Meets With Little Success in Harlem

Fewer Than 100 Won Over

A. F. of L. Exposure of Labor Congress's Connection With Reds Hurt Plans

By M. Jay Racusin

Inquiry among representative individuals of Harlem's 250,000 Negroes indicated yesterday that the Russian Soviet's scheme, disclosed in the Herald Tribune, to bring the American members of the race under their spell for eventual use as a weapon to capture the United States government for Bolshevism has so far met with little success. Beyond a few persons here and there who had been especially susceptible to the communistic propaganda it was made apparent that neither New York nor the nation as a whole had little to fear from any appreciable defections for some time.

Despite the fact that the American Negro Labor Congress, with head-

quarters in Chicago, and under the leadership of Lovett Fort-Whiteman by special commission of the Moscow Third International, has been spending money lavishly since the early part of 1925 to win the Negro population of the country for the Red standard, it was declared by a well-informed person in the Harlem district that it was doubtful whether the Bolsheviks had actually converted a hundred Negroes there in the two years to the Communistic idea.

It was said there was money enough coming from Moscow for propaganda purposes, but there were intimations that not all of this currency could be said to be valid as it was known as far back as 1920 that Moscow was at work on counterfeit money for subversive purposes in the United States. How much of this actually got into circulation here has not been determined, although the Federal authorities have been watching for the counterfeits ever since the move became known.

It became known also that Robert Minor, the radical cartoonist, had become associated with the Congress movement here in behalf of the Russian Reds early in the movement and has since occupied a prominent position in its activities, working for the most part out of the Chicago headquarters of the organization.

It was the first intention of the congress leaders, Fort-Whiteman, Richard B. Moore and Minor, that its association with and sustenance from Moscow be kept secret, but the relationship soon same out, and much of the wind was taken out of the congress's sails by a warning issued by William Green, president of the American Federation of Labor, who made public its true nature. Various Negro organizations which had not suspected the Red affiliation thereupon dropped away, leaving a comparatively small group to carry on the communistic activities.

Labor Congress To Organize Negroes

School to Be Opened in Harlem is Announcement At Meeting in Harlem

By Lester A. Walton

OUTSIDE the Abyssinian Baptist Church, No. 136 West 138th Street, it was cool enough for top coats. But within, the New York Branch of the American Negro Labor Congress was holding a protest meeting, warmed by fiery oratory.

Scattered throughout the audience were white men and women. Now and then the Negro chairman consulted a white "fellow worker" about the next speaker. Revolutions and Russia's present form of government were discussed.

It is evident that the American Negro Labor Congress proposes to capitalize the injustices to which the Negro is subjected in Southland. Lynching, peonage, "Jim Crowism" and disfranchisement will be the ammunition used to arouse the indignation of Negroes in the hope of having them join the congress.

The meeting of the Abyssinian Baptist Church was held to protest against the "forcible holding of Negro labor in the flood district." It was charged that the National Guard, in the interest of big planters, was holding Negroes in relief camps of Mississippi and preventing them from leaving the State.

An order, alleged to have been issued by Gen. Green of the State Militia, stationed at Vicksburg, was read, which set forth that refugees would not be permitted to go other than to the plantations and tenant-farms whence they came prior to the flood. This was nothing less than involuntary slavery, speakers declared.

Next to the planters and National Guard officials, Gov. Murphree of Mississippi came in for criticism. The Governor was accused of having protested to Secretary Hoover against the appointment of S. D. Redmond, a wealthy Negro lawyer of Jackson, as a member of the Mississippi Flood Rehabilitation Commission. The Governor is quoted as having opposed Dr. Redmond, although the Negro population of the State exceeds the white.

The American Negro Labor Congress believes desired results can be secured by fighting from afar. This was made evident in an address by the Chairman, William L. Patterson, a Negro lawyer of Harlem, who said:

"We have been asked 'what good would a protest meeting in New York do for the tenant-farmer and laborer of the South?' Due to the protest of Northern Negroes the attention of Federal officials at Washington was directed to the mistreatment of flood refugees, and due to the protest of Norhern Negroes Secretary Hoover named a Negro Flood Committee of which Dr. R. R. Moton of Tuskegee Institute, Alabama, is Chairman.

"Despite Supreme Court decisions of doubted value, despite the support of the liberal press, the plight of the American Negro is growing more desperate. Race antagonisms are becoming sharper, the Southern oligarchy more shameless in its exploitation and more ruthless in its method of oppression. Northern politicians, even when in control of the Government, either wink at these repressive measures or connive with the Southerner in his effort to further degrade the Negro.

"Witness the forced labor measures of those in charge of the flood situation. Negro politicians can do nothing to alleviate the suffering of the black masses. The day of the parlimentarian is gone. His sun has set."

George Bellam, Secretary-Treasurer of the Textile National Workers' Committee, compared the position of the Jew in Russia before the revolution to that of the Negro farmhand in the South to-day.

He recommended organization as the only cure for the Negro tenant-farmer and cropper-share in the South seeking better conditions. Frankly admitting he was not so much interested in the Negro from a humanitarian standpoint as from an economic point of view, the speaker said:

"You may talk about eternal vigilance and agitation, which are necessary, but organization is the only thing that secures for a man the rights and privileges which are his. The crop-sharing system in the South enslaves the Negro more to-day than when chattel slavery existed in 1861. If the tenant-farmer is to free himself from the heels of oppression it will be through organizing a farmers' union. 'The land belongs to us because we till it' should be their shibboleth."

Lovett Fort-Whiteman, Negro leader of the congress, who lectured eight months in Russia in 1924 and for whom a Russian town was named, came from Chicago to present the aims and objects of his organization. He presided at the Chicago session two years ago.

Whiteman explained it was the mission of the American Negro Labor Congress to organize black labor; to bring about a rapprochement of white and colored workers; to develop among the Negro proletarian a class consciousness for workers; to agitate among the Negro peasantry whose group is the largest peasant group in the United States, and to awaken the Negro of the Caribbeans to the necessity of organizing a militant labor organization.

In July the American Labor Congress will open a school in Harlem with classes in "Economics of Imperialism," "The Chinese Revolution and "The History of Communism."

NEGROES TRAINED BY SOVIETS FOR UPRISING IN U. S.

New York Daily Charges Negro Labor Congress As Agent For Russian Propaganda In America

According to the New York Herald Tribune, the flame of Bolshevism is being concentrated on the United States of America by the Soviet government at Moscow through the instrument of the American Negro. In a long expose, the Herald Tirbune correspondent tells of the training of Negroes at a special college in Moscow, called the "University of Far Eastern Peoples," in the kind of propaganda the Russians desire to spread in America.

Leaders of the propaganda here are said to be Richard B. Moore and Lovett Fort-Whiteman, both former residents of New York, but now living in Chicago. Fort-Whiteman was the organizer of the American Negro Labor Congress, under which the Communistic activities are alleged to have been masked.

Spent Year In Russia

He went to Russia in the early part of 1924 and is said to have spent most of the year hobnobbing with the soviet chiefs and lecturing on the possibilities of Red activities in the United States. He explained the possibilities of spreading propaganda through the Negroes and the soviet officials were so impressed they commissioned Fort-Whiteman as the one to begin an organization of Negro workers for this purpose.

Richard Moore has recently been sent to Chicago to edit "The Negro Champion", official organ of the American Negro Labor Congress.

A meeting was held in New York recently under auspices of the Negro Labor Congress and it is reported that the Congress will open a school in Harlem this summer.

It is reported from 50 to 100 young Negroes have been sent to Moscow for training since the return of Lovett Fort-Whiteman in 1925.

PHILADELPHIA, PA.

Inquirer

JUL 3 1927

——Those who still advocate the resumption of diplomatic relations with Russia must be convinced, if they are capable of conviction, of the folly of such a policy by the revelations of the Bolshevist plottings among the negroes in this country. An "American Negro Labor Congress" has been established, and a few agitators of that race have been endeavoring to make converts to aggressive Communism. But it does not appear that they have been particularly successful; and in any case the exposure of their plans must be a prelude to failure. The Soviet Government understands the situation in this country very little if it believes that there is any dangerous discontent among our colored citizens.

NEW YORK WALL STREET NEWS

JUN 30 1927

The "Herald-Tribune" says that the Russian Soviet is inculcating the spirit of Bolshevism in the American negro and has formed the American Negro Labor Congress, an association to function as a clearing house for Red propaganda. The headquarters of the Congress is at Chicago and a publication called "The Negro Champion" is the mouthpiece of the society.

Labor - 1927

Unions, Strikes, etc.,

Brotherhood of Sleeping Car Porters.

Brotherhood Membership Grows Rapidly

NEW YORK, Mar. 10.—A. Philip Randolph, General Organizer of the Brotherhood of Sleeping Car Porters announced today that since the filing of the porters' case with the United States Mediation Board in December, close to 1000 porters have been enrolled in the Organization.

BULLETIN

U. S. MEDIATION BOARD GETS PULLMAN CASE

NEW YORK, Feb. 17.—Communications were received Tuesday from Hon. Edwin P. Morrow, mediator, that the U. S. Mediation Board has adopted a resolution to proceed with the Brotherhood of Sleeping Car Porters case with the Pullman Company.

The resolution follows: "In Case C-107, Brotherhood of Sleeping Car Porters vs. The Pullman Company, Mr. Morrow presented a report covering certain facts and claims as submitted by the contending parties. The board was of the opinion that further investigation was necessary in the case and Mr. Morrow was directed to secure all necessary evidence from both parties bearing upon the question of representation, authorization to represent, and such other matters as may indicate the desire of the employees by a petition ballot membership or otherwise as to the form and character of representation they desire."

PORTERS' UNION GROWS RAPIDLY

Sudden Rise in Membership, Close to 1,000 Increase in 60 Days.

New York, March 11.—A. Philip Randolph, General Organizer of the Brotherhood of Sleeping Car Porters, announced today that since the filing of the porters' case with the United States Mediation Board in December, close to 1,000 porters have been enrolled in the organization.

"From January 1 to February 1, the membership has been increased by exactly 882, a large majority of whom are from the Pennsylvania Southern districts which until now remained hostile to the Brotherhood. Their sudden conversion to our cause is another evidence of the firm hold the Pullman porters' struggle has secured upon these workers in particular and the race in general in spite of the treachery and weakness of some of the so-called leaders of the race. The Brotherhood now has a membership totaling almost 85 per cent of all porters and maids in the employ of the Pullman Company, and with confidence awaits its recall before the United States Mediation Board."

LABOR SCHOOL KNOWS NEITHER RACE NOR COLOR

KATONAH, N. Y.—Predicting that unless the organized labor movement in America ceases to countenence barriers against race and color, it would suffer, Morris Lemus, president of the Brotherhood of Dining Car Employees, urged union adherents to stop coddling but proceed to real federation at a symposium on "The Negro in Industry" at Brookwood Labor Institution, Thursday.

Brookwood is the organized labor institution of higher training, maintained by the American Federation of Labor affiliations. It knows neither race, creed nor color and the present symposium is being held with the cooperation of the National Urban League and the N. A. A. C. P. A large group of labor leaders and social workers are in attendance.

Gompers Opportunist

Calling Samuel Gompers an altruistic opportunist, Mr. Lemus urged a different policy in which every working man's feet will rest firmly on the ground of equal trades union opportunity and when all horizontal lines on demarcation as between working man and working man must go.

Speaking of the achievements of the Brotherhood of Dining Car Employees, he pointed out that dishwashers now get more pay than the average chief of ten years ago and that all wages have increased 100 per cent.

Contracts governing wages, rules and disposal of grievances are in force on nine lines, with three others viturally conceding similar recognition. In 1919, the organization got from the Railroad Administration an award of the 8-hour-day and time and one-half overtime, not just for its own members but for the industry in entirety throughout the land. About 20 per cent of dining car cooks, cooks-waiters are white men, and there are nearly 100 white men members of the Dining Car Employees Brotherhood.

Mr. Lemus held out that great hope to the Pullman porters in the final outcome of their representation dispute now before the Mediation Board, because their case is in charge of former Governor E. P. Morrow, of Kentucky. Governor Morrow was a member of the Railroad Labor Board when Mr. Lemus presented a similar representation dispute to the Board ex parte.

American Negro Labor Congress in Chicago Plans Surprise Talk

CHICAGO, Feb. 24. — The last meeting of the American Negro Labor Congress Open Forum, held Sunday, February 20, proved a huge success. The open discussion in which almost every one took a part shows that we are going forward. Our meeting next Sunday, February 27 is expected to be even better, because of a pleasant surprise we have in store for all who attend, for this reason we are not announcing the interesting topic for the evening nor the principal speaker. Come and enjoy the program at 3518 So. State Street, Johnson Hall, 4 P. M.

Talk on Rumania Will Be Feature At Negro Meeting

CHICAGO, Feb. 10.—The regular meeting of the American Negro Labor Congress Open Forum will have quite an attractive feature for this Sunday, Feb. 13th, at 3518 South State Street. Miss Jaeger, who has been in Rumania and studied its life closely, will speak on "Life in Rumania." There will also be a good musical program. Miss Inez Haw will give a vocal solo. The American Negro Labor Congress cordially extends this invitation to all.

American Negro Labor Congress Putting On Fine Program In Chi.

CHICAGO, Feb. 17.—One of the most interesting programs that the American Negro Labor Congress has ever presented was offered to the Chicago public last Sunday afternoon, at 3518 So. State St. Martha H. Jaeger, of the Industrial department of the Y. W. C. A. spoke on "Life in Roumania." There was a splendid musical program in connection with the lecture.

Sunday afternoon Feb. the 20th, Prof. Samuel Ball will speak on the "Ancestry of Man". The public is cordially invited to all of these meetings which are held regularly at 4 p. m. each Sunday afternoon.

NEW YORK
JOURNAL

MAR 15 1927

PORTERS' UNION ENDORSED BY NEGRO CLERGY

Unqualified endorsement by Harlem's leading negro clergymen, representing 100,000 negro churchgoers, was announced today for the Brotherhood of Sleeping Car Porters through its general organizer, A. Philip Randolph, at headquarters, No. 2311 Seventh avenue.

At a conference in the Harlem Young Women's Christian Association, on West One Hundred and Thirty-seventh street, Randolph received a vote of unanimous support from the negro ministers who had gathered to hear the evidence of the negro porters against the Pullman Company.

Church leaders of the negro congregations had urged their ministers to attend the conference called by Randolph. The outcome of the meeting was a resolution of the ministers to preach sermons on the brotherhood from their pulpits on dates to be announced.

Besides Randolph and Frank Crosswaith, special organizer of the union, the following leaders of negro religious activity attended the conference: the Rev. A. Clayton Powell, Abyssinian Baptist Church, Seventh avenue and One Hundred and Thirty-eighth street,

BOSTON, MASS.

FEB 14 1927

EXPLAINS THE NEW NEGRO MOVEMENT

A. Philip Randolph Talks in Ford Hall Forum

Says Sleeping Car Porters' Union Aims at Abolition of Tips

Three-fifths of the sleeping-car porters in America have organized in a labor union, according to A. Philip Randolph, national organizer of the Brotherhood of Sleeping Car Porters, who was the speaker in the Ford Hall Forum last evening.

The union program, he said, calls for the abolition of the tipping system and for wages which will support porters and their families without tips. Porters, he said, work 366 hours a month, or an average of more than 11 hours a day, whereas conductors work only 240 hours a month.

The union, he said, has the support of the American Federation of Labor and of the Railroad Brotherhoods. Even the unions that have opposed the organization of colored labor in the past are coming, he said, to the view that they would rather have colored workers in unions than see them act as strike-breakers.

Mr Randolph, who is editor of "Messenger," a negro publication, took as his subject "The Negro Helps Himself."

Frederick Douglass and Booker T. Washington, the original colored leaders, he said, thought that negro education should confine itself in the main to industrial education. The new negro movement goes beyond this; believes that the colored man should develop his powers to the full so that he can develop himself and free himself.

The new negro movement believes in the organization of colored labor unions and consumers' cooperatives, so that the negro, as well as the white man, may have economic power.

"No one ever had any right given to him without fighting for it. Even the negro did not become free until 200,000 colored troops had served on the Union side during the Civil War," he said.

"The only way to get your rights is to take them. The only way to be powerful enough to take them is to organize.

"There is too much churchianity and too little Christianity. Religion, as at present constituted, gives too much thought to the life after death and too little the life before death."

He attacked the American occupation of Haiti, which, he said, has been handed over to a New York bank.

The new negro movement, he said, is merely a section of a world mo'ement, which embraces the Cantonese forces in China, the Gandhi noncooperation movement in India, the Kabela movement in South Africa, and the movement of the mass of white men to gain economic freedom.

He expressed himself as opposed to separate schools for white and colored children, "as it gives the children in the white schools the idea that the colored children are inferior. All great civilizations, he added, have resulted from the "mingling of the races."

"No ethnologist or anthropologist today will advance the theory of nordic superiority if he has any respect for his reputation," he declared. "The backwardness of various races is coming more to be recognized as the result of environment."

Countee Cullen, well-known negro poet, gave readings of his own poems and a short talk on the trend of modern literature. The audience sang the negro national anthem, by James Weldon Johnson. George W. Coleman, chairman of the Ford Hall Forum, presided.

The hall was jammed and several hundred were turned away.

NEW YORK
JOURNAL
MAY 10 1927

Officials Probe Porters' Claims

Photo by Evening Journal Staff Photographer.

C. P. RANDOLPH. EDWIN P. MORROW.

Harlem's six thousand negro porters are elated over their victory thus far in the investigation by former Governor Edwin P. Morrow, appointed by the United States Mediation Board to look into the claims of the Brotherhood of Sleeping Car Porters against the Pullman Company, at the national headquarters of the negro union, No. 2311 Seventh avenue. C. Phillip Randolph, organizer of the porters' union, is shown with Mr. Morrow.

THE REWARD OF PERSEVERANCE

Eighteen months ago when the Brotherhood of Sleeping Car Porters was born it was greeted with indifference or derisive laughter both by blacks and whites. Very few people had faith in the success of this movement to organize the workers on the sleeping cars. It appeared to many to be futile to attempt to organize into a strong fighting organization a group of domestic workers in such a spiritually enervating craft. Negroes seemed perilously enough, to have even less faith in the movement than white people. Soon we were treated to the shameful spectacle of prominent members of the race allowing themselves to be used as catspaws, and of Negro newspapers being bought in bales and distributed gratis to Pullman Porters by a huge corporation in order that they might be frightened out of joining the union by the lying propaganda carried therein. It is even more damning when it is recalled that not a single white newspaper in the country descended to such depths.

If ever a movement should have been killed by downright lying and shameless misrepresentation, it was the Brotherhood of Sleeping Car Porters. Yet through intelligent leadership and faith and perseverance on the part of a fighting membership, it lives and flourishes. Confident in the righteousness of their cause these black men and women put their dollars and energy behind it, and now after 18 months of unrelenting agitation, education and organization, they are about to be richly rewarded. The U. S. Board of Mediation has publicly announced through its Chairman that a thorough examination of the respective claims of the Pullman company union and the Brotherhood of Sleeping Car Porters to represent the workers on the sleeping cars before it in all matters of interest to these workers. It was because the Brotherhood offered such convincing proof in a preliminary hearing several weeks ago that the Mediation Board handed down this latest decision, hence the ultimate recognition of the Brotherhood as the real representative of these workers is assured and the death knell of the feudalistic company union is sounded.

Surely here is the most outstanding evidence of the new spirit abroad among our people. In the face of the unprecedented campaign of lies, it is a remarkable achievement to organize almost 7000 workers, especially 7000 black workers, with their social heritage of suspicions, jealousies and fears bred from 300 years of bondage and oppression. This record has never been equalled. It is the most outstanding achievement in labor history; a triumph of faith and perseverance. It stands as a beacon to the black miners, farmers, domestic and factory workers everywhere, broadcasting the secret of economic emancipation: ORGANIZATION!

It is a source of pride and satisfaction to The Pittsburgh Courier that it supported this labor union from the day of its birth and has given it much space in its columns at all times. The Pittsburgh Courier realizes that the Negro worker, male and female, is the backbone of race progress and for that reason it is ever interested in improving his status which can only be done by ORGANIZATION. Thus we have consistently urged the organization of the coal miners, Pullman porters, the steel workers and factory workers everywhere. What the Pullman porters have done all workers can do when intelligently led by honest leaders. The prerequisite to success in this field as in all others is faith and perseverance.

STATUS OF PULLMAN PORTERS' CASE

By A. PHILIP RANDOLPH

General Organizer

In the Congress Hotel, in Chicago, Mediation of the question of representation between the Pullman Company and the Brotherhood of Sleeping Car Porters, is now going on by Honorable Edwin P. Morrow of the U. S. Mediation Board.

This is a far cry from August 25, 1926, when, as a result of nation wide unrest among the porters with The Employee Representation Plan which has failed, after six years trial satisfactorily to adjust disputes, the Brotherhood was born. Like a prairie fire, the Movement swept the country, and December 10th, 1926, the first step, in settling the dispute between The Brotherhood of Sleeping Car Porters and the Pullman Company was taken by the U. S. Mediation Board.

The procedure instituted was as follows: After the Brotherhood had secured a majority of the porters and maids in the service, the General Organizer addressed a letter to the Pullman Company, requesting a conference, which was denied. Whereupon, he made an ex parte application to the U. S. Mediation Board for its services to mediate the dispute.

December 10th, Honorable Edwin P. Morrow, member of the Board was dispatched to Chicago to inquire into the merits of the dispute. The representatives of the Brotherhood and the Pullman Company were ordered to lay their claims in the dispute before him.

The Brotherhood, in the hearings which lasted a week or more, presented its side of the dispute, contending (1) That it embraced the majority of the porters and maids in the service (2), that the Employee Representation Plan, organized and controlled by the Company, has no standing under the new Railway Labor Act.

The Company contended that the Brotherhood did not represent the porters and maids since 85 percent had voted for the Employee Representation Plan in the last election. The Brotherhood replied by producing 1000 affidavits, from porters showing that they voted under coercion, intimidation and interference of the Company, that they did not vote of their own free will, but under threat of being pulled off their runs or of losing their jobs.

In the opinion of the U. S. Mediation Board, the facts and arguments presented by the Brotherhood were sufficiently meritorious to warrant the Board making further investigation into the case.

In February, the Board so decided to further investigate the case.

On the 4th of May of this year, Mr. Morrow, was deputed to go to the Headquarters of the Brotherhood in New York and go more fully into the records and documents of the Brotherhood substantiating its claims. He had the statistician of the Board, Mr. W. C. Mitchell to come to the Brotherhood's office and carefully examine all of the membership blanks, records and finances of the Brotherhood. This investigation lasted four days. A report was made to the Board on the investigation and July 11, Mr. Morrow was ordered to Chicago by the Board to proceed with the work of mediating the question of representation, which is the basic principle in dispute.

Such is the present status of the case. From the trend of mediation, some definite position on representation between the Company and the Brotherhood, will be reached very shortly. Mr. Morrow has declared his intention of continuing on the case until some settlement is reached or he will recommend arbitration.

Propaganda to the effect that the Board had turned down the Brotherhood's case was as erroneous as it was malicious. But the response of the porters and maids in paying dues indicates that it was not only not believed but that it stimulated them to greater loyalty and devotion to the Organization.

Mr. M. P. Webster, Organizer Chicago Division, and the General Organizer are the Committee representing the Brotherhood at this stage of the negotiation. This committee will be joined later by Roy Lancaster Secretary-Treasurer, Bennie Smith, Field Organizer; A. L. Totten, Assistant General Organizer; E. J. Bradley, Organizer, St. Louis Division; W. H. Des Verney, Assistant General Organizer, if occasion arise.

Donald R. Richberg, author of New Railway Labor Act is giving the Brotherhood's representatives counsel constantly. Should mediation fail, arbitration will follow.

Voice of the Porters

Dear Mr. Randolph:

Please allow me to say a few words in THE MESSENGER.

Special to the Pullman porters throughout America. Stop sleeping. Wake up out of that slumber and respond to your leaders' call. It is time that all men of this Negro race be men and not children. Porters who do not try to make it possible for their wives and children to enjoy more of the luxuries of this new world in which we live, are less than men. We have been praying for true leaders for centuries. Now we have few of them. I am sure we have some of the cream of our race at the head of the Brotherhood of Sleeping Car Porters. Now listen porters. As members of my race, let me appeal to you who have not yet joined the Brotherhood, for the sake of your children, for the sake of adding stars to your crown, get your Brotherhood card. It means more education for your children. It means more freedom for you. Listen to your brilliant leaders and not to the stool pigeons who tell you that you can't win and you will find that it will take you a long way up the ladder. The Brotherhood has won already and if you had lost it would have been because you stayed on the outside. Get in. The eyes of the world are upon you so if you have your hands on the plow hold it and keep step with the Brotherhood. If you love your race, prove it by doing noble things, and not dreaming them.

Now I close by saying to you, if a task is once begun, never leave until it's done. Be the labor great or small, do it well or not at all.

Sincerely yours,

New York City. AN ALERT PORTER.

My Dear Mr. Randolph:

I am writing to let you know that I am still whole soul in accord with the Brotherhood, but I have had sickness in my family and have it yet. Aside from what I have had, my wife had an operation May 18th and it cost me around six hundred dollars. She is doing fairly well at this writing, and I hope to be able to send you all or some of my dues within the next thirty days.

I have always believed that this is the only thing that the porters and maids could do to gain consideration, and I did not start thinking that we could get what we wanted in a day.

Respectfully yours,

A WESTERN PORTER

The Case of the Brotherhood of Sleeping Car Porters

After a study of the several letters exchanged between Vice President L. S. Hungerford of the Pullman Company and the Hon. Edwin P. Morrow, member of the United States Mediation Board, and between General Organizer A. Philip Randolph of the Brotherhood of Sleeping Car Porters and Mr. Morrow, along with the comment of Donald R. Richberg, general counsel for the Brotherhood, in connection with the dispute between the Pullman Company and the Brotherhood, it is impossible to escape the conclusion that both moral and statutory law is on the side of the Brotherhood and against the Pullman Company. Mr. Morrow sought, as provided by law to mediate the dispute between the company and the Brotherhood. Failing in this he attempted to induce the parties to the dispute to submit the matter to arbitration as provided by law. To this the Brotherhood consented, but the Pullman Company absolutely declined to enter into arbitration with the representatives of the Brotherhood, basing its refusal on the claim that no dispute exists between the company and its maids and porters. The status of the case so far is that the Pullman Company positively refuses to join issue with the Brotherhood, that is, the company declines to recognize this organization of its maids and porters.

The Mediation Board, through Mr. Morrow, has exhausted all legal and reasonable means to bring the Pullman Company and the Brotherhood together, thus not only recognizing the Brotherhood's contention that a dispute between it and the company does exist.

The position of the Pullman Company in this matter seems to be indefensible. The Mediation Board has on its own investigation determined that the Brotherhood represents a majority of the porters and maids and is thus entitled to a conference with the company on any grievance, and accordingly sought both mediation and arbitration in the dispute, failing because of the positive refusal of the Pullman Company to enter into any such conferences.

It is to be regretted that the company has taken this position. It harkens back to the days of capital and labor fueds of unpleasant memory. The majority porters have the right through the Brotherhood to speak for all, and they have made certain demands that by all moral and legal dictates the company should mediate.

Porters Resent Co.'s Attitude

NEW YORK CITY, Aug. 25.—"Facts clearly show that the position of the Pullman Company is indefensible, untenable, definitely un-American and undemocratic. The Brotherhood of Sleeping Car Porters desire a settlement of this dispute through peaceful arbitration. The Pullman Company has ignored the law enacted by Congress and signed by President Coolidge and committed itself to the principle of brute force. "The Brotherhood shall now invoke the last remedy of the New Railway Labor Act, namely, the Emergency Board," declared Organizer A. Philip Randolph in an interview Friday with Courier reporters.

"Instead of weakening the Brotherhood, the Pullman Company's intolerant and unreasonable attitude has strengthened its position before the bar of public opinion," the Brotherhood leader said.

It is a notorious fact that the Company is now arbitrating the case of the Pullman conductors—why does it refuse to arbitrate the case with its Pullman porters? Is there any reasonable grounds for this flagrant discrimination? Can the Pullman company, a public utility, flout the law of the land with impunity? Is the will of the Pullman Company above the will of the people as expressed in Federal legislation. The Brotherhood appeals to public opinion for an answer. The Pulllan Company's position is similar to the old monarchs of the medieval ages who arrogantly declared that they ruled by the divine "right of Kings." So the Pullman Company takes the position that the Pullman porters have no rights the company is bound to respect.

The demands of the Brotherhood are for a minimum wage of $150.00, as against $72.00 a month and the degrading tipping system; 240-hour work-month instead of nearly 400 hours of work monthly on the 11,000 mileage basis, and recognition as a bona fide union to negotiate agreements on wage and working conditions.

Pullman porters all over the country have shown hot resentment to this master and slave relationship which the Pullman Company wants to maintain. They want to be self-respecting citizens, industrious, respectable, courteous, honest and efficient employees, but the Pullman Company wants them to remain beggars and serfs. The Pullman porters are determined that this shall not be and they feel that the American people are with them in their fight.

PULLMAN CO. REFUSES TO ARBITRATE

NEW YORK, Aug. 18.—The Brotherhood of Sleeping Car Porters will exhaust every provision of the law to invoke the appointment of an Emergency Board by the President of the United States, to investigate the matter and settle the dispute between the Brotherhood and the Pullman Company. The present fight has been made necessary because the Pullman Company refused to join the Brotherhood in arbitration at the request of Honorable Edwin P. Morrow, president of the United States Mediation Board. According to L. S. Hungerford, General Manager and vice President of the Pullman Company, "there is no cause for arbitration." A. Philip Randolph, organizer of the

Porters

Porters' organization, says that the Company's claim that it has a contract with its employes or Company union is an "obvious smoke screen which is calculated to evade the issue."

"The fight has just begun," declared Randolph in an interview with a Courier reporter. "The arbitrary attitude of the Pullman Company in refusing to arbitrate, strengthens our position. The porters are showing hot resentment to the Company's policy of arbitrating with its conductors and refusing to arbitrate a dispute with them."

Reports from the main office of the Brotherhood here show that the porters have no idea of giving up the fight. They have replied by rallying in paying dues and sending requests to the officials of the organization to continue their campaign for justice and fairness. Donald R. Richberg, attorney for the Porters' Union and organizers are planning the future fight for recognition, living wage and no tips; decent hours and better working rules.

The following letter, given out by Honorable Edwin P. Morrow, is a clear indictment of the Pullman Company's position in its refusing to comply with the provisions of the Railway Labor Act as other railroad companies have consistently done thus far:

Chicago, Ill., Aug. 12, 1927.

The Pullman Company,
Chicago, Ill.

The Brotherhood of Sleeping Car Porters, New York City.

Gentlemen:

On August 9 and 10 I advised you that my efforts to bring about an amicable adjustment through mediation of the controversy existing between you had been unsuccessful.

In compliance with the law, I endeavored through letters of said dates to induce both of you to submit your controversy to arbitration.

The Brotherhood of Sleeping Car Porters on August 10 signified in a letter to me its willingness and desire to submit the controversy to arbitration.

The Pullman Company, in response to my letter of August 10, requesting that it join the Brotherhood of Sleeping Car Porters in arbitration of the said controversy, advised me on August 12 that its position in the matter was that no dispute existed and, therefore, there was no cause for arbitration.

You are, therefore, advised that my final required action, to-wit: to induce the parties hereto to submit their controversy to arbitration in accordance with the provisions of the Railway Labor Act have been unsuccessful.

Copies of the official correspondence, i. e., my letters to the parties requesting arbitration and the response of both parties thereto, are made a part hereof.

Yours,
EDWIN P. MORROW,
Member U. S. Board of Mediation.

The Brotherhood of Sleeping Car Porters was organized August 25, 1925, in New York City. It is fighting for recognition, $150 minimum wage and no tips, 240-hour work month and better working rules. In two years it has won over 70 per cent of the porters and members. It is the first national Negro labor union in America.

Spirited Conference on Labor Questions Held Under Auspices of B. S. C. P

Organizer A. Philip Randolph, Rev. William Lloyd Imes, Ira Reed, Rev. George Frazier Miller and Several Others Speak

Problems of Negro workers in American industry and the rapid approach to a crisis of the fight for better wages and working conditions for Pullman porters and maids through the Brotherhood of Sleeping Car Porters were the subjects of vital and spirited discussion at the Negro Labor Conference held Friday afternoon in the Urban League building, 210 West 136th street. It was the first conference of its kind ever held in the United States and occurred on the sixty-sixth anniversary of the death of John Brown, the avowed enemy of slavery, who on that day sixty-six years ago was put to death by hanging at Harpers Ferry, Md. Industrial emancipation for the Negro was the strident keynote of the conference.

A Philip Randolph, general organizer of the Brotherhood, reviewed the aims, objects and methods of the Brotherhood in their bitter conflict with the Pullman Company and made an intelligent appeal to every Negro organization, institution, association, trade and profession to stand solidly behind the Brotherhood in their approaching crisis, which they may be compelled to embarrass and seriously inconvenience the Pullman service by going on a general strike to force recognition from and arbitration with the Pullman Company.

A. F. L. Pledges Strike Support

The Pullman Company having been urged by the United States Mediation Board to arbitrate the case with the Brotherhood and having refused to do so, the Pullman Porters took their case before the Interstate Commerce Commission at Washington, where the Pullman Company's motion to dismiss the Brotherhood's petition was denied. The Commission has fixed January 11 as the date upon which they will hear the Brotherhood's petition to investigate conditions in the Pulman service and the relation of wages to rates.

"The American Federation of Labor is solidly behind the Brotherhood in any eventuality," said Alexander Marks, national organizer and representing Hugh Frayne of the American Federation of Labor.

In opening the labor conference Mr. Randolph stated that the Negro industrial creed of Booker T. Washington, founder of Tuskeegee Institute, is inadequate for the present era of organized labor, and that the Negro can secure more wages and more security in his jobs only by getting industrial power through organization. "At the present time the Negro is caught in a vicious circle. He cannot get a job without a union card; he cannot join the union unless he has a job," said Mr. Randolph.

Discussion Keen and Lively

The Rev. William Loyd Imes, pastor of St. James' Presbyterian Church, reflected the churches' favorable attitude toward the organization of Negro labor, stressing the fact that the Negro church is supported over 65 per cent by the laboring classes, but is composed, nevertheless, of a cross section of all classes of society. The Rev. Shelton Hale Bishop, speaking in the ten-minute period of question-asking, following each speaker's 20-minute talk, declared that the Negro church has not really voiced its attitude on industrial questions, and that, even among the white clergy, labor talk was a mooted subject except in isolated instances when famous pastors dared to speak out on the question.

The Rev. Mr. Imes concurred in this opinion and stated that Negro church congregations have no broad view of the labor question and that the Negro ministers should give industrial talks in their churches and that the Brotherhood should arouse their conscience to this end.

Ira DeA. Reid, industrial secretary of the Urban League, summarized the various causes of the industrial injustice accorded the Negro worker and laid the blame flatly at the door of the white employer who goes upon the theory that all Negroes are inferior. Race prejudice, pure and simple, is at the bottom of it all, he said.

Mr. Reid showed that, unorganized, the Negro worker remains pitifully at the mercy of the pitiless white employer and the foreign worker, the latter always receiving first consideration above the Negro in every advantageous situation. In the name of even-handed justice the Negro worker demands industrial and economic equality and refuses further to be a pawn in the hands of American industry in so far as he is able, said Mr. Reid.

The Rev. George Fraser Miller of Brooklyn asked if a fine or penalty could not be placed upon white union workers who refused to work with Negro union workers. Mr. Reid replied that the situation was somewhat similar to the white employer who prefers to pay a fine to the union rather than accept a Negro union worker. "The union does the best it can for its Negro members, but the prejudiced whites always maange to dodge the issue."

"The Negro Worker and Education" was the subject of an interesting paper read by Miss Layle Lane, teacher, and was followed by a very critical definition and discussion during the ten minutes allotted to questions.

Ben Stalberg, free lance labor scribe; Algernon Lee of the Rand School of Social Science; William Pickens; Charles B. Hansen, well-known fraternal man; Dr. H. Wayne Laidler were among the other speakers.

At the close of the meeting six resolutions were read and unanimously adopted in which the Brotherhood declared itself against the present wage and working conditions; representing all the sections of the country, with its moral and financial support to the Brotherhood, pledged Mrs. P. A. Watkins, Ira DeA. Reid, Rev. Mr. Imes as the head, and Dr. Julia Coleman, C. T. French, and laid the blame flatly at the door of the white employer who goes upon the theory that all Negroes are inferior. Race prejudice, pure and simple, is at the bottom of it all, he said.

Mr. Reid showed that, unorganized, the Negro worker remains pitifully at the mercy of the pitiless white employer and the foreign worker, the latter always receiving first consideration above the Negro in every advantageous situation. In the name of even-handed justice the Negro worker demands industrial and economic equality and refuses further to be a pawn in the hands of American industry in so far as he is able, said Mr. Reid.

The Rev. George Fraser Miller of Brooklyn asked if a fine or penalty could not be placed upon white union workers who refused to work with Negro union workers. Mr. Reid replied that the situation was somewhat similar to the white employer who prefers to pay a fine to the union rather than accept a Negro union worker. "The union does the best it can for its Negro members, but the prejudiced whites always maange to dodge the issue."

"The Negro Worker and Education" was the subject of an interesting paper read by Miss Layle Lane, teacher, and was followed by a very critical definition and discussion during the ten minutes allotted to questions.

Ben Stalberg, free lance labor scribe; Algernon Lee of the Rand School of Social Science; William

At the close of the meeting six resolutions were read and unanimously adopted in which the Brotherhood declared itself against the present wage and working conditions; representing all the sections of the country, with its moral and financial support to the Brotherhood, pledged Mrs. P. A. Watkins, Ira DeA. Reid, Rev. Mr. Imes as the head, and Dr. Julia Coleman, C. T. French, and laid the blame flatly at the door of the white employer who goes upon the theory that all Negroes are inferior. Race prejudice, pure and simple, is at the bottom of it all, he said.

Mr. Reid showed that, unorganized, the Negro worker remains pitifully at the mercy of the pitiless white employer and the foreign worker, the latter always receiving first consideration above the Negro in every advantageous situation. In the name of even-handed justice the Negro worker demands industrial and economic equality and refuses further to be a pawn in the hands of American industry in so far as he is able, said Mr. Reid.

The Rev. George Fraser Miller of Brooklyn asked if a fine or penalty could not be placed upon white union workers who refused to work with Negro union workers. Mr. Reid replied that the situation was somewhat similar to the white employer who prefers to pay a fine to the union rather than accept a Negro union worker. "The union does the best it can for its Negro members, but the prejudiced whites always maange to dodge the issue."

"The Negro Worker and Education" was the subject of an interesting paper read by Miss Layle Lane, teacher, and was followed by a very critical definition and discussion during the ten minutes allotted to questions.

Ben Stalberg, free lance labor scribe; Algernon Lee of the Rand School of Social Science; William

Porters Resent Co.'s Attitude

NEW YORK CITY, Aug. 25.—"Facts clearly show that the position of the Pullman Company is indefensible, untenable, definitely un-American and undemocratic. The Brotherhood of Sleeping Car Porters desire a settlement of this dispute through peaceful arbitration. The Pullman Company has ignored the law enacted by Congress and signed by President Coolidge and committed itself to the principle of brute force. "The Brotherhood shall now invoke the last remedy of the New Railway Labor Act, namely, the Emergency Board," declared Organizer A. Philip Randolph in an interview Friday with Courier reporters.

"Instead of weakening the Brotherhood, the Pullman Company's intolerant and unreasonable attitude has strengthened its position before the bar of public opinion," the Brotherhood leader said.

It is a notorious fact that the Company is now arbitrating the case of the Pullman conductors—why does it refuse to arbitrate the case with its Pullman porters? Is there any reasonable grounds for this flagrant discrimination? Can the Pullman company, a public utility, flout the law of the land with impunity? Is the will of the Pullman Company above the will of the people as expressed in Federal legislation. The Brotherhood appeals to public opinion for an answer. The Pulllan Company's position is similar to the old monarchs of the medieval ages who arrogantly declared that they ruled by the divine "right of Kings." So the Pullman Company takes the position that the Pullman porters have no rights the company is bound to respect.

The demands of the Brotherhood are for a minimum wage of $150.00, as against $72.00 a month and the degrading tipping system; 240-hour work-month instead of nearly 400 hours of work monthly on the 11,000 mileage basis, and recognition as a bona fide union to negotiate agreements on wage and working conditions.

Pullman porters all over the country have shown hot resentment to this master and slave relationship which the Pullman Company wants to maintain. They want to be self-respecting citizens, industrious, respectable, courteous, honest and efficient employees, but the Pullman Company wants them to remain beggars and serfs. The Pullman porters are determined that this shall not be and they feel that the American people are with them in their fight.

PULLMAN CO. REFUSES TO ARBITRATE

NEW YORK, Aug. 18.—The Brotherhood of Sleeping Car Porters will exhaust every provision of the law to invoke the appointment of an Emergency Board by the President of the United States, to investigate the matter and settle the dispute between the Brotherhood and the Pullman Company. The present fight has been made necessary because the Pullman Company refused to join the Brotherhood in arbitration at the request of Honorable Edwin P. Morrow, president of the United States Mediation Board. According to L. S. Hungerford, General Manager and vice President of the Pullman Company, "there is no cause for arbitration." A. Philip Randolph, organizer of the

Continued on Page

Porters

Porters' organization, says that the Company's claim that it has a contract with its employes or Company union is an "obvious smoke screen which is calculated to evade the issue."

"The fight has just begun," declared Randolph in an interview with a Courier reporter. "The arbitrary attitude of the Pullman Company in refusing to arbitrate, strengthens our position. The porters are showing hot resentment to the Company's policy of arbitrating with its conductors and refusing to arbitrate a dispute with them."

Reports from the main office of the Brotherhood here show that the porters have no idea of giving up the fight. They have replied by rallying in paying dues and sending requests to the officials of the organization to continue their campaign for justice and fairness. Donald R. Richberg, attorney for the Porters' Union and organizers are planning the future fight for recognition, living wage and no tips; decent hours and better working rules.

The following letter, given out by Honorable Edwin P. Morrow, is a clear indictment of the Pullman Company's position in its refusing to comply with the provisions of the Railway Labor Act as other railroad companies have consistently done thus far:

Chicago, Ill., Aug. 12, 1927.

The Pullman Company,
Chicago, Ill.

The Brotherhood of Sleeping Car Porters, New York City.

Gentlemen:

On August 9 and 10 I advised you that my efforts to bring about an amicable adjustment through mediation of the controversy existing between you had been unsuccessful.

In compliance with the law, I endeavored through letters of said dates to induce both of you to submit your controversy to arbitration.

The Brotherhood of Sleeping Car Porters on August 10 signified in a letter to me its willingness and desire to submit the controversy to arbitration.

The Pullman Company, in response to my letter of August 10, requesting that it join the Brotherhood of Sleeping Car Porters in arbitration of the said controversy, advised me on August 12 that its position in the matter was that no dispute existed and, therefore, there was no cause for arbitration.

You are, therefore, advised that my final required action, to-wit: to induce the parties hereto to submit their controversy to arbitration in accordance with the provisions of the Railway Labor Act have been unsuccessful.

Copies of the official correspondence, i. e., my letters to the parties requesting arbitration and the response of both parties thereto, are made a part hereof.

Yours,
EDWIN P. MORROW,
Member U. S. Board of Mediation.

The Brotherhood of Sleeping Car Porters was organized August 25, 1925, in New York City. It is fighting for recognition, $150 minimum wage and no tips, 240-hour work month and better working rules. In two years it has won over 70 per cent of the porters and members. It is the first national Negro labor union in America.

Spirited Conference on Labor Questions Held Under Auspices of B. S. C. P.

Organizer A. Philip Randolph, Rev. William Lloyd Imes, Ira Reed, Rev. George Frazier Miller and Several Others Speak

Problems of Negro workers in American industry and the rapid approach to a crisis of the fight for better wages and working conditions for Pullman porters and maids through the Brotherhood of Sleeping Car Porters were the subjects of vital and spirited discussion at the Negro Labor Conference held Friday afternoon in the Urban League building, 210 West 136th street. It was the first conference of its kind ever held in the United States and occurred on the sixty-sixth anniversary of the death of John Brown, the avowed enemy of slavery, who on that day sixty-six years ago was put to death by hanging at Harpers Ferry, Md. Industrial emancipation for the Negro was the strident keynote of the conference.

A Philip Randolph, general organizer of the Brotherhood, reviewed the aims, objects and methods of the Brotherhood in their bitter conflict with the Pullman Company and made an intelligent appeal to every Negro organization, institution, association, trade and profession to stand solidly behind the Brotherhood in their approaching crisis, which they may be compelled to embarrass and seriously inconvenience the Pullman service by going on a general strike to force recognition from and arbitration with the Pullman Company.

A. F. L. Pledges Strike Support

The Pullman Company having been urged by the United States Mediation Board to arbitrate the case with the Brotherhood and having refused to do so, the Pullman Porters took their case before the Interstate Commerce Commission at Washington, where the Pullman Company's motion to dismiss the Brotherhood's petition was denied. The Commission has fixed January 11 as the date upon which they will hear the Brotherhood's petition to investigate conditions in the Pulman service and the relation of wages to rates.

"The American Federation of Labor is solidly behind the Brotherhood in any eventuality," said Alexander Marks, national organizer and representing Hugh Frayne of the American Federation of Labor.

In opening the labor conference Mr. Randolph stated that the Negro's industrial creed of Booker T. Washington, founder of Tuskeegee Institute, is inadequate for the present era of organized labor, and that the Negro can secure more wages and more security in his jobs only by getting industrial power through organization. "At the present time the Negro is caught in a vicious circle

Continued on Page

Discussion Keen and Lively

The Rev. William Loyd Imes, pastor of St. James' Presbyterian Church, reflected the churches' favorable attitude toward the organization of Negro labor, stressing the fact that the Negro church is supported over 65 per cent by the laboring classes, but is composed, nevertheless, of a cross section of all classes of society. The Rev. Shelton Hale Bishop, speaking in the ten-minute period of question-asking, following each speaker's 20-minute talk, declared that the Negro church has not really voiced its attitude on industrial questions, and that, even among the white clergy, labor talk was a mooted subject except in isolated instances when famous pastors dared to speak out on the question.

The Rev. Mr. Imes concurred in this opinion and stated that Negro church congregations have no broad view of the labor question and that the Negro ministers should give industrial talks in their churches and that the Brotherhood should arouse their conscience to this end.

Ira DeA. Reid, industrial secretary of the Urban League, summarized the various causes of the industrial injustice accorded the Negro worker and laid the blame flatly at the door of the white employer who goes upon the theory that all Negroes are inferior. Race prejudice, pure and simple, is at the bottom of it all, he said.

Mr. Reid showed that, unorganized, the Negro worker remains pitifully at the mercy of the pitiless white employer and the foreign worker, the latter always receiving first consideration above the Negro in every advantageous situation. In the name of even-handed justice the Negro worker demands industrial and economic equality and refuses further to be a pawn in the hands of American industry in so far as he is able, said Mr. Reid.

The Rev. George Fraser Miller of Brooklyn asked if a fine or penalty could not be placed upon white union workers who refused to work with Negro union workers. Mr. Reid replied that the situation was somewhat similar to the white employer who prefers to pay a fine to the union rather than accept a Negro union worker. "The union does the best it can for its Negro members, but the prejudiced whites always maange to dodge the issue."

"The Negro Worker and Education" was the subject of an interesting paper read by Miss Layle Lane, teacher, and was followed by a very critical definition and discussion during the ten minutes allotted to questions.

Ben Stalberg, free lance labor scribe; Algernon Lee of the Rand School of Social Science; William Pickens; Charles B. Hansen, well-known fraternal man; Dr. H. W. Laidler were among the other speakers.

At the close of the meeting six resolutions were read and unanimously adopted in which the Brotherhood declared itself against the tipping system, and it was resolved that the conference endorse the Brotherhood's fight and unqualifiedly condemn the Pullman Company's policy of intimidating and coercing the members of the Brotherhood; further resolved that the conference, representing all the sections of the community, pledge its moral and financial support to the Brotherhood, pledging to back them to the limit and that a committee was named to carry

Labor – 1927

Unions, strikes, etc.

Brotherhood of Sleeping Car Porters.

ANOTHER NEW NEGRO

Several months ago the Brotherhood of Sleeping Car Porters sent an organizer to Jacksonville to enlist new members into that rapidly growing labor union. Bennie Smith, the organizer detailed to this task, is a capable, energetic and courageous man. From the day of his arrival he was very successful in getting new members. Naturally the hat-in-hand Negro Pullman officials were considerably perturbed. As more and more Pullman porters signed up at the behest of Mr. Smith consternation struck the little band of Pullman Company representatives. One can just hear them saying, "We must get rid of this fellow Smith." Knowing their city well, they began to spin a web of intrigue, using all the prejudices and hatreds rampant there against Negroes with a spark of manhood.

As representative of the Brotherhood of Sleeping Car Porters in Jacksonville, Bennie Smith had been selling copies of its official organ, The Messenger. This was used as the most convenient excuse for having Smith arrested. For, they doubtless told the white police, here was a magazine that had the temerity to demand in no uncertain terms the same rights and privileges for black people that are enjoyed by white people. Social Equality! The limbs of the law shuddered, and allowing murder, robbery and assault to pursue the even tenor of their way unmolested, they descended on Mr. Smith for the crime of selling a publication that dares to militantly demand that blacks have all the rights of whites. Just think of it! Petty Negro job-holders of the Pullman Company, themselves likely at any time to be the victims of color hatred and persecution, egging the unspeakable police of a Southern city to persecute one of their own group! One is constrained to ask, "WHAT kind of NEGROES are those?"

Hounded by the police and the black minions of the Pullman Company, Bennie Smith has been forced to leave Jacksonville. But he fought to the last. In a telegram to A. Philip Randolph, the General Organizer of the Brotherhood, he said:

> Am fully mindful of grave seriousness of situation and personal danger. Conscientiously feel Brotherhood cause is so righteously important that a firm stand should be taken. Have fully decided to remain and meet the consequences. **This means that I am willing to make the supreme sacrifice.** Have sacredly dedicated my all to the promotion of Brotherhood's noble cause. Advise at once. Being constantly intimidated by Pullman Negro officials.
>
> BENNIE SMITH.

An attorney, a very prominent Negro lawyer, was retained by the Brotherhood to represent Mr. Smith, but the liberty-loving public officials of Jacksonville would not allow him to appear in behalf of his client. This is in line with the well-known Southern chivalry and sense of fair play. Despite the fact that some of the most prominent white people in the United States telegraphed to the officials of Jacksonville asking them not to disgrace their city (assuming that were possible) by such persecution, Bennie Smith continued to be hounded. Realizing his great danger, General Organizer Randolph ordered Smith to leave the city of terror, and only then did Bennie Smith leave. But despite the danger he intends to return and fight.

Bennie Smith's courage is indicative of the spirit of the New Negro and is in accord with the best traditions of militant labor unionism. It brings to mind the tragic occurrence at Bogalusa, La., several years ago, when two white labor organizers died before the guns of the lumber company police, defending to the last their Negro comrade. From the ranks of ordinary workingmen and women come our real fighters, those who are prepared to lay down their lives for the right to be free. It was so in all our race riots of the last few years since the late war. It was so recently in Coffeyville. It will be increasingly so in the future.

Bennie Smith, we salute you!

MEDIATORS BEGIN WORK ON PULLMAN PORTER CASE

Demands Include Living Wage, Reduction of Hours and Modification of Working Conditions.

NEW YORK CITY, May 12.—It was announced at the Headquarters of the Brotherhood of Sleeping Car Porters that the Mediators assigned by the United States Mediation Board had arrived at the National offices of the Union to begin an impartial examination of the claims of the porters as directed by resolutions C-107 recently adopted by the Board at a meeting in Washington. Hon. Edwin P. Morrow, former Governor of Kentucky and now a member of the Mediation Board with W. F. Mitchell, statistician for the Board, are the two Government officials working on the case.

The present investigation is a continuation of the hearings begun by the Board in December, and was later postponed because of sudden and compelling developments on certain railroads in the Southwest. The porters demands include a living wage, reduction of hours, and modification of working conditions; also recognition of their right legally to organize in their own union as against the Company Union.

The investigation is expected to last many days after which the Mediators will proceed to Chicago to get the Pullman Company's side of the matter.

STATUS OF THE PULLMAN PORTERS' CASE

WASHINGTON, D. C., July 27 (ANP)—What is the truth of the Pullman Porter situation? Rather, perhaps the question should be, what are the facts regarding the present position of that undetermined portion of the porters who follow the flag of A. Phillip Randolph and belonging secretly to the organization known as the Brotherhood of Sleeping Car Porters? It is this group which has held public attention through many months of agitation and speculation, and announced purpose of which was to increase the porters' pay and win for them certain improved working conditions and the result of which, if successful, would mean the establishment of Mr. Randolph and his co-workers as the heads of a labor union with which the Pullman Company would have to deal with in future differences with their employees.

Only a few days ago the country was startled with a report that the United States Board of Mediation which has been investigating the matter with a view of "using its best efforts by mediation to bring them to agreement," had "thrown the case out." The report was untrue. The Universal Press Service (white) serving many dailies had followed a false lead and the story was accepted by many Negro agencies and papers. In fact, at the present time, A. Philip Randolph and Governor Morrow, the mediator to whom this particular case was assigned, are in Chicago, the latter trying to persuade the Pullman Company, it is said, to meet Randolph and "adjust their differences." Whatever there may be of future in Mr. Randolph's case seems to hinge on this effort.

An A. N. P. man called on the Board of Mediation whose offices are in Washington, last Friday and found them courteous but uncommunicative, other than to say that they "had not issued any statement about the matter and would not do so, since it was not the policy of the Board to give publicity to their activities we promptly denied responsibility for the report published some days ago. The case is still being mediated."

The Board of Mediation is purely what its name implies—a friendly body which attempts to adjust the viewpoints and differences arising between carriers and their employees. Unlike the U. S. Railway Labor Board, which it succeeded, and before which most of of the battles won by minority organizations of Colored railway employees were fought, it had no powe rto summon either the employees or employers before it, and if they appear voluntarily, it cannot make or enforce any orders or demands. There are teeth in the Watson-Barker Act which created the Board. It can simply offer its services in a neutral capacity when requested to do so. In this instance it has done so upon application from Mr. Randolph.

The Pullman Company has ignored Randolph and his co-workers. They point to the fact that "under the Watson-Barker Act, machinery was created for the formation of Industrial Relations or Employee Representation Committees, which are developed under government rules and regulations.

These Employee Representation committees are functioning now among Pullman Employees who vote for their own representatives and meet whenever a disagreement comes up, with representatives of the company and settle them—the very thing which Randolph with his union seeks to do. The company regards Randolph, it is said, "as an outsider, never in the Pullman eSrvice, with a reputation as a radical; a shrewd chap who sees a chance to make a lot of money from gullible porters." They point to the various raises in salary granted and influences in working conditions allowed as a result of the past conferences under the Employee Representation Plan.

From sources close to the Board of Mediation, it was learned that "no case which has come before it has been more difficult to adjust due to the manner in which the case has been handled, the injunction of the racial issue and the seemingly absolute disinclination of the Pullman Company to do business with Randolph." It was declared by this informant, that "if the porters movement had been headed by one of the older porters or a man on the inside there might have been easier sailing in getting the two groups together."

To this the Brotherhood of Sleeping Car porters retorts that "No man on the inside could have dared make the advanced demands which we are making" and claim that "the Employee Representation Plan is dominated and controlled by the company."

What will be the result? If Governor Morrow fails in his efforts to bring the two groups together, under the procedure followed by the Board, it can suggest an arbitration group, consisting of three persons, one representing the company, one appointed by Mrfl Randolph, and a neutral arbiter appointed by the Board. These will decide the questions at issue. But there is the rub again. Mr. Randolph would undoubtedly be delighted to accept a Board of Arbitration. That would establish him and his organization as official representatives of the porters. But the Board of Mediation has no power to force the company to accept arbitration, which means simply as far as a layman can see, that a simple refusal on the part of the company to become a party to any arbitration plan, would put an end to the present fight by the Brotherhood. The only effective alternative would be a strike and nearly everyone, even brotherhood members regard as impossible.

One more hope exists, in the event of such a failure. Mr. Randolph may be able to persuade enough porters in the regular elections held under the Employee Representation act, to vote for his candidates who then would carry on the fight within the company ranks. He would, however, be an absolute director of their activities, which might lessen the need for the organization he has built up and probably sharply reduce its income. The next few days or weeks and the acceptance or rejection of mediation or arbitration by the company will largely determine the final result of a fight into which the porters whose confidence Randolph has won have placed thousands of dollars and determine to the future industrial relationship between the largest employers of colored labor and their wokrmen.

Pullman Porters' Case Remains In Status Quo

(By The Associated Negro Press)

Washington, D. C.—What is the truth about the Pullman porter situation? Rather, perhaps, the question should be, what are the facts regarding the present position of that undetermined portion of the porters who follow the flag of A. Philip Randolph and belong secretly to the organization known as the Brotherhood of Sleeping Car Porters? It is this group which has held public attention through many months of agitation and speculation, and announced purpose of which was to increase the porter's pay and win for them certain improved working conditions and the result of which, if successful, would mean the establishment of Mr. Randolph and his co-workers as the heads of a labor union with which the Pullman Company would have to deal in future differences with their employees.

Only a few days ago, the country was startled with a report that the United States Board of Mediation, which has been investigating the matter with a view of "using its best efforts by mediation to bring them to agreement," had "thrown the case out". The report was untrue. The Universal Press Service (white), serving many dailies, had followed a false lead and the story was accepted by many Negro agencies and papers. In fact, at the present time, A. Philip Randolph and ex-Governor Morrow, the mediator to whom this particular case was assigned, are in Chicago, the latter trying to persuade the Pullman Company, it is said, to meet Randolph and "adjust their differences". Whatever there may be of future in Mr. Randolph's case seems to hinge on this effort.

An A. N. P. man called on the board of meditation whose offices are in Washington, last Friday and found them courteous but uncommunicative, other than to say that they "had not issued any statement about the matter and would not do so, since it was not the policy of the board to give publicity to their activities we promptly denied responsibility for the report published some days ago. The case is still being mediated."

The board of mediation is purely what its name implies—a friendly body which attempts to adjust the viewpoints and differences arising between carriers and their employees. Unlike the U. S. Railway Labor Board which it succeeded, and before which most of the battles won by minority organizations of colored railway employees were fought, it has no power to summon either the employees or employers before it, and if they appear voluntarily, it cannot make or enforce any orders or demands. There are no teeth in the Watson-Barker Act which created the board. It can simply offer its services in a neutral capacity when requested to do so. In this instance it has done so upon application from Mr. Randolph.

The Pullman Company has ignored Randolph and his co-workers. They point to the fact that "under the Watson-Barker act, machinery was created for the formation of industrial relations or employee representation committees, which are developed under government rules and regulations."

These employee representation committees are functioning now among Pullman employees who vote for their own representatives and meet whenever a disagreement comes up, with representatives of the company and settle them—the very thing which Randolph with his union seeks to do. The company regards Randolph, it is said, "as an outsider, never in the Pullman service, with a reputation as a radical—ashrewd chap who sees a chance to make a lot of money from gullible porters." They point to the various raises in salary granted and influences under the employee representation plan.

From sources close to the board of mediation, it was learned that "no case which has come before it has been more difficult to adjust due to the manner in which the case has been handled, the injection of the racial issue and the seemingly absolute disinclination of the Pullman company to do business with Randolph." It was declared by this informant, that "if the porters' movement had been headed by one of the older porters or a man on the inside there might have been easier sailing in getting the two groups together." To this the Brotherhood of Sleeping Car Porters retort that "no man on the inside could have dared make the advanced demands which we are making" and claim that "the employee representation plan is dominated and controlled by the company."

What will be the result? If Governor Morrow fails in his effort to bring the two groups together, under the procedure followed by the board, it can suggest an arbitration group, consisting of three persons, one representing the company, one appointed by Mr. Randolph, and a neutral arbiter appointed by the board. These will decide the questions at issue. But there is the rub again. Mr. Randolph would undoubtedly be delighted to accept a board of arbitration. That would establish him and his organization as official representatives of the porters. But the board of mediation has no power to force the company to accept arbitration, which means simply as far as a layman can see, that a simple refusal on the part of the company to become a party to an arbitration plan, would put an end to the present fight by the brotherhood. The only effective alternative would be a strike and nearly everyone, even brotherhood members, regard that as impossible.

One more hope exists, in the event of such a failure. Mr. Randolph may be able to persuade enough porters in the regular elections held under the employee representation act, to vote for his candidates who then could carry on the fight within the company ranks. He would, however, be an absentee director of their activities, which might lessen the need for the organization he has built up and probably sharply reduce its income. The next few days or weeks and the acceptance or rejection of mediation or arbitration by the company will largely determine the final result of a fight into which the porters whose confidence Randolph has won have placed thousands of dollars and determine the future industrial relationship between the largest employers of colored labor and their workmen.

Labor 1927

Brotherhood of Sleeping Car Porters

Unions, Strikes, etc.,

Pullman Porters Cold Shouldering Agents of Company

CHICAGO, Nov. 7 (FP).—Pullman porters here are coldshouldering agents of the Pullman Co. who are urging them to sign petitions to repudiate the Brotherhood of Sleeping Car Porters.

Daily Worker

The petitions, prepared by the company, are labeled "Loyalty Roll" and the signers are made to say that they are "loyal to the company" and "deplore" the activity of the brotherhood in its fight for recognition and against tipping.

11-8-27

The number of porters who have signed these documents is negligible, M. P. Webster, organizer of the Chicago division of the B. S. C. P. reports. "Out of 300 men approached less than a dozen have signed," he said. Even hints by company agents that failure to sign the petition may mean loss of job have no effect on the porters here.

N. Y. WORLD

MAY 27 1927

Negroes Hold Mass Meeting in Support of Pullman Porters

A united protest rally in the interest of Pullman porters, who are seeking better working conditions and more pay, was held last night at St. Luke's Hall, No. 125 West 130th Street. It was under the auspices of the Brotherhood of Sleeping Car Porters, the National Association for the Advancement of Colored People, the League for Industrial Democracy, the American Civil Liberties Union and the New York Urban League.

AFRICAN LEADER BEING BROUGHT TO AMERICA

NEW YORK, N.Y., August 15—The Brotherhood of Sleeping Car Porters, a national union of over 7000 Pullman porters and maids headed by A. Philip Randolph, is bringing to the United States as its guest, Clements Kadalie, national secretary of the Industrial and Commercial Workers Union of Africa, and editor of the Workers' Herald, Johannesburg, South Africa.

Mr. Kadalie will arrive the latter part of August. During the months of September, October and November he will tour the United States under the auspices of the Brotherhood of Sleeping Car Porters. He will lecture on the present status of the natives in South Africa and adjacent colonies.

Mr. Kadalie, a native of British Nyasaland, heads an organization of almost 100,000 Negro, colored and Indian workers in South Africa, and has become internationally known because of his courageous fight for better economic and social conditions for the African natives. The union which he heads was founded by him in 1919, and has since grown very rapidly until it became affiliated with the Amsterdam Trade Union International, and through an understanding with white labor in South Africa, was able to have the pernicious segregation bills aimed at the South African blacks, indefinitely shelved by Parliament. For the past three or four months he has been in England and in other parts of Europe, lecturing in the interest of black labor in Africa.

Accompanying Mr. Kadalie on the national tour, and lecturing from the same platform, will be George S. Schuyler, noted Negro journalist and critic.

The cities visited will be New York, Brooklyn, Newark, Boston, Philadelphia, Columbus (Ohio), Cincinnati, Indianapolis, Louisville, Nashville, Atlanta, Birmingham, Memphis, St. Louis, Kansas City, (Mo.), Omaha, Chicago, Milwaukee, St. Paul, Seattle, Portland, (Ore.), Oakland, Los Angeles, Denver, Dallas, San Antonio, Houston, New Orleans, Jacksonville, Savannah, Durham, (N.C.), Norfolk and Richmond.

BROTHERHOOD OF PORTERS APPEAL TO FEDERAL BODY

Charges Pullman Company With Practices In Violation Of the Law

Special to the Journal and Guide

New York, N. Y., Sept. 14.—The Brotherhood of Sleeping Car Porters on September 8th, filed with the Interstate Commerce Commission at Washington, D. C., a petition calling upon that body to investigate the conduct of the Pullman Company in its relations to the porters and maids in its service, and to the traveling public.

The petition sets forth the claim that the Company is guilty of practices in contravention of Sections 1, 2, 3, 6, and 15a of the Interstate Commerce Commission Act, and calls upon the commission to investigate the conduct of the Company with a view toward compelling the Company to 'cease and desist' from its alleged unlawful practices. Before citing the specific charges against the Company the petition goes briefly into the history of the Company's employment of Negro porters and maids covering a period of sixty years.

Charges Made

The petition charges that aside from the ticket price collected from the passenger by the Company which it (the Company) testifies to before the Interstate Commerce Commission which sets its rates, it, (the Company) also receives an estimated sum of $7,000,000 annually representing the amount paid to the porters and maids by the traveling public. It is claimed that the total sum thus received has enabled the Company to add to its surplus or pay out in dividends more than $150,000,000 which sum would be considerably reduced had the Company been compelled to pay its porters a living wage instead of permitting the public to do so after said public has paid the ticket price charged by the Company and which entitles the traveler to all the services the Pullman Company is capable of rendering through the porter. Article X of the petition is of deep import to the Negro race generally and is as follows:

"The Defendant began its business of selling and providing sleeping car and parlor accommodations for passengers on or about February 22, 1867. The provision of said accommodations necessitated the performance of duties considered at that time menial and servile and unworthy of the dignity of white males. Negroes had but recently emerged from a condition of slavery and were regarded by the great mass of the white population of the United States as racially inferior and incapable of development to the intellectual level of white persons and fit only to perform menial and servile tasks. By reason of said attitude of the white population, the opportunities of Negroes for employment as means of livelihood were greatly restriced, and accordingly their services could be purchased at rates much lower than those necessary to secure white employees for similar work. Furthermore, by reason of said former condition of slavery and of said attitude of the whites, the manner and demeanor of Negroes to whites tended to be obsequious, fawning and servile, eager to please the whites by volunteering small personal services to them. It was the custom and practice for Negroes to volunteer such services to whites and for whites to reward them by a small gratuity or tip."

The attorneys of the Brotherhood are: Donald R. Richberg, Co-Author of the Watson-Paper Law and attorney for the Standard Railroad Brotherhoods, and Henry T. Hunt Ex-Mayor of Cincinnati and former member of the Old United States Railroad Board. It is the opinion of these attorneys that the powers of the Interstate Commerce Commission to act upon the petition and remedy the evils complained of lies in Section 13 of the Interstate Commerce Act.

Prayer of Petition

The petition prays the Commission

Brotherhood Of Porters Appeal To Federal Body

(*Continued from Page One*)

to compel the Pullman Company to 'cease and desist' from directly or indirectly informing and instructing applicants for positions as porters that they may expect increment to their wages from passengers, and from inducing or permitting porters in its service to receive gratuities from passengers, and from continuing to FIX ITS WAGE RATES FOR PORTERS AT AN AMOUNT INSUFFICIENT TO ENABLE THEM TO REMAIN IN THE SERVICE and from all acts, policies or practices tending to produce discrimination among passengers in the service rendered them by its employees, and from inducing payment by passengers for services rendered in excess of the price printed to the ticket of passengers.

Porters Present Wage

The present wage of the Pullman porter is $72.50 per month, based upon a 400 hour month. The Brotherhood of Sleeping Car Porters is asking a minimum wage of $150.00 and a 240 hour minimum month as enjoyed by the other railroad workers. The Pullman Company while recognizing the right of its conductors to organize and bargain collectively, has refused to grant to its porters and maids the same right. The Company has just refused to accept the recommendation of the United States Mediation Board and meet the Brotherhood of Sleeping Car Porters before an impartial Board of Arbitration provided under the Watson-Parker Law. The Brotherhood is now preparing its case for the Emergency Arbitration Board; under the law the members of this Board are to be appointed by the President of the United States whenever an emergency arises.

Sidelights On Randolph's Meeting Last Sunday

A quasi public meeting was held at Metropolitan A. M. E. Zion Church last Sunday afternoon and it was reported a "dinger." Somebody said that A. Phillip Randolph was about to "eat the editor of The Argus up." Oh well, if he had, he would have had more brains in his belly than he has in his head—and he is a learned man we confess.

Homer Phillips was there prancing around declaring he would not make a speech, but at the same time doing most of the talking as usual. A. T. Totten, too, did his bazoo until he was red in the face trying to convince that intelligent audience that the Brotherhood of Sleeping Car Porters had won their case before the U. S. Mediation Board when, as a matter of record and fact, they lost. He, too, gave a deal of flapdoodle to the excited crowd.

One woman got so hot that she said, no self-respecting man would be a Pullman Porter. Her husband was recently fired—and, too, he was a porter when she married him.

A local lawyer who presided at the meeting made an attack on St. Paul Church and its pastor, and you just ought to have heard Rev. H. H. Jackson saying, Amen! Amen!!

It appeared for a while as though the fives and the tens were falling like snow flakes when an appeal was made for more money, but we understand that it was a big noise and little money—surely the people are beginning to "wake up."

It did, somewhat, remind one of one of the political meetings when some of the wind jammers said that their candidate was an organizer of 8,000 members, but when the real count was had, it fisseled down to about 1800.

Some fellows got hot in the collar and threatened to punch a white man in the face just because he is connected with the Pullman Company. How foolish some people act.

In his talk Randolph did not tell how much of the $200,000 he has retained for his share, nor did Homer Phillips tell what his fee was.

To hear some of them talk, one would think that the Pullman Company was the worst enemy the colored people have.

Somebody forgot to explain that an auditor works under orders and does not hold the bag.

Pullman Company Policy Towards Its Porters Severely Scored By Veteran Porter For Its Alleged Intolerance

Officials Are Charged With Despotic Ruling Over Porters' Personal Rights, and With Being Privy To Gaming and Bootlegging

"If the Pullman Co., would meet its sleeping car porters and maids fairly and honestly and with merited consderation, the present company's Employee Representative Plan would make the formation of the Brotherhood of Sleeping Car Porters, a union organization, unnecessary," declared a veteran porter, who is nearing a quarter century of service and whose record is well nigh spotless.

"But", said he, sadly, "this does not obtain. The company's attitude towards its porter and maid employees, as interpreted through actions of the local official representatives, seems to be that the employees are entitled to considerate respect only as long as they follow along in a set by the company. Any attempt at assertion of individual expression meets with an ultimatum from some local official which means complaint or dismissal."

The veteran porter had just finished reading the story printed in last week's Age concerning the dinner at Tabb's Cafe participated in by a number of Pullman porters who are said to oppose the Brotherhood's effort to unionize Pullman employees, which story gave two resolutions said to have been adopted at the dinner, in which the brotherhood was denounced as a trouble-making agency, and citing the Plan of Employee Representation as the best means of promoting better relationship between employees and company and as the best method of settling grievances and complaints.

Company Controls Plan

Asked to explain further, he said that the Plan of Employee Representation is actually in the hands of the Pullman Co., as it is operated now, because the men who are supposed to represent the porters in its management are really creatures of the company, afraid to advocate any cause or take any action that has not first been approved by company officials.

Further, he continued, in putting over any proposition in which the porters are supposed to have a voice, those in charge of affairs are always required to so manipulate the machinery as to bring the result desired by the company. He referred to the annual election by the porter body of representatives to take part with company representatives in the Plan of Employee Representation conference. In the first place, he said, each porter is compelled to vote, willy nilly, and if for any reason he fails to do so the recreant employee is called to account for the failure.

Occasion is found for criticism in the alleged method of selecting these representatives. The entire list of eligibles is posted, prior to the holding of a general primary, ordinarily scheduled to be held the last of October. The names are listed alphabetically, but there is usually a group of names written in blue pencil, off to one side, as names of men who are particularly eligible, being satisfactory to the company. The suggestion is usually effective, for these names are generally among those finally listed as representatives of the porters.

This year the primary voting began October 20, lasting one week.

Keeping Tab On Voters

From the primary balloting, the ten men receiving highest number of votes are selected, and the real election is held a week after closing of the primary balloting. "There would be no reason to complain," said the veteran porter, "if it were not that in the final voting, the ballot is placed in a small envelope, after the voter has signified his choice, and he is required to write his name on the outside of the envelope. In this manner, when the votes are recapitulated, the tellers can find out just how any particular individual cast his ballot, and this enables the company to mete out reward or reprisal, as it desires.

Incidentally, he charged, some thirty or forty men were set down by the company because they failed to vote last year in either primary or election.

Speaking of the resolutions adopted by the dinner group at Tabb's Cafe, the porter said that in at least two Pullman districts—the Penn. in New York and the Washington districts—copies of these resolutions have been placed in the "sign-out" offices, and as the porters report to go out on their runs, they are called upon to add their signatures to the list of those approving the tenor of the statement. Failure to do so, it is alleged, had disastrous consequences to eight porters in the Washington district, said to have been discharged, with a number of others taken off their runs and ordered to report to the superintendent's office to explain.

Makes Serious Charge

Anud another serious allegation is made by the veteran porter. He said that the superintendent of one district in the east seems to prefer men who have shaded records in his "privileged group." The man with a spotless record, who performs his duty meticulously, who is honest and clean, is not given the same consideration, seemingly, as is extended the man who has had to face charges based on dereliction of duty. And the more serious the charge, said he, the better this superintendent seems to like it.

The explanation is that this gives the official a club which he can hold over the poor devil's head, compelling him to do as told without regard to personal inclination or desire. And the socalled "privileged group," supposed to be closest to this superintendent and always available to pull his chestnuts out of the fire, is composed mostly of men in this latter class.

Then, said he, there is the Pullman Porter's Benefit Association, Perry Parker, grand chairman, with headquarters in Chicago This was founded by T. R. Webb, as a porters' organization, but when Webb disagreed with Parker's policies, which were approved by Mr Hungerford, vice-president and general manager of the Pullman Co., he, Webb, was demoted and forced out of the association and is now in private employment.

Incidentally, Parker's whole time is given to his duties as grand chairman of the P. P. B. A., but there is no salary attached to the position. He was formerly a porter, running between Pittsburgh and Cincinnati, but since assuming the chairmanship has ceased functioning in that capacity. The indications are, declared the veteran that somebody is paying Mr. Parker a good-salary to serve as grand chairman of the P. P. B. A., and the indications point to the Pullman Co. And when the Brotherhood of Sleeping Car Porters was being organied by A. Philip Randolph sometime ago, Chairman Parker travelled extensively, from one district to another engaged in active and outspoken opposition to the union organization.

Controls P. P. B. A. Also

Further evidence that the Pullman Co. controls the P. P. B. A., said the porter, is found in the requirement that any expenditure above $50 must first be approved and okeyed by Mr. Kelley, the Pullman Co., attorney. And the company is continually pressing porters to join the P. P. B. A. Another significant fact, he said, is that men who are high in councils of the P. P. B. A. are the ones selected for the semi-official positions of porter-instructors, welfare workers, etc.

And here again, said the veteran porter, is a significant fact. The instructors have the power to take porters off their cars, even after they have left the yards for the station, if fault is to be found with the porter's work. And so the porter who has failed to vote at the company behest, or who has not signed a company petition or resolution, faces the possibility of being called from his car to the superintendent's office to answer to an instructor's complaint. And, of course, there is little chance for the porter's word to stand against that of the instructor.

Asked as to the possibility of the presence of unscrupulous men on the staff of instructors, since only unscrupulous men would frame up charges in the manner indicated, the old veteran said that most of them were honest, but at least one had previously served time in the Federal Prison at Atlanta while a porter, and another had been arrested in a railroad station by detectives, charged with posession unlawfully of a case of whiskey. He was discharged from the Pullman serves only to show up three months later as an instructor.

"Numbers" and Bootlegging

In one of the yards, said the veteran porter, there is a flourishing "numbers" playing game conducted by a certain group, the collections running, it is said, as much as $200 to $300 a day, the players being the porters, cleaners and other attaches of the yard, and it is alleged that on at least one occasion the superintendent was seen opening the cash register in which the "numbers" money is kept and counting up the cash receipts

And it is common talk, too, said he, that bootlegging by porters running to southern sections is sponsored in one eastern yard. In other words, if a porter is taking a chance by buying liquors in his home town and slipping them to a thirsty patron in the South, at a considerable advance in the price, he is given a tip that the liquor can be procured from a certain man at a certain place in the yard. The price is usually a little more than the porter is asked on the outside, but if he refuses to buy on the "inside", he soon finds himself in the toils of the law, wondering how it happened. The "higher ups" are charged with being a party to these operations, also.

Shaking his head sorrowfully, the veteran porter said that conditions at present are vitiating the service. "The constant influx of new workers, the turnover amounting to from five to six hundred porters annually, is making it impossible, on the whole, to give the travelling public the service for which the company has always stood. The restriction of personal freedom, causing the firing of many of the older and more experienced men, is creating an almost unbearable condition, and the travelling public is losing at the same time that the porter is suffering."

Labor-1927
Unions. Strikes, etc.,

Brotherhood of Sleeping Car Porters.

REPLY TO GEORGE SHANNON

OF THE INDUSTRIAL RELATIONS BOARD

By FRANK BOYD, of St. Paul, Minn.

Mr. G. C. Shannon of Bureau of Industrial Relations "fame" has been in the employ of the Pullman Company since May 1924. For some years prior to that time he was in the employ of the Great Northern Railway as porter. And prior to his Great Northern Railway service or servitude he was in the employ of the Pullman Company. Pullman porter pedigree cards will show that Mr. Shannon was one of their "boys" and adopted ways that were unbecoming a good faithful porter. Old porters that knew him then do say that he had taking ways, and consequently the Pullman Company decided to take his name off the pay-roll.

By inauguration of Pullman service on Great Northern lines he again fell into the arms of the Pullman Company. Like some other ex-Pullman porters, he was given a "clean-card" and space for his name on the pay-roll. Now, he eagerly seeks the good graces of the Pullman Company.

That past is constantly before him and apparently he deems it advisable to be a good boy, not because he derives so much pleasure from being good, but because he is a shrewd young man. Mr. Shannon is as shrewd as a fox that steals, kills and devours a baby chick that strays too far from the protecting mother hen. And, "like-as-not" he considers it most ethical and precautionary to say or do nothing that will vex or irritate the custodians of the Skids, else he may find himself skidded. "Think what you may, but be careful what you say," is his maxim today.

Mr. Shannon is a progressive young man. To hear him tell the story he is for his fellow-man. He is always ready to fight. But maybe—and we are inclined to think—he is like the professional fistic artists of today—both eyes on the gate receipts.

While in the employ of the Great Northern Railway he gained the confidence of the majority of the porters and waiters. Evidently, he was good material for leadership, the men thought. They elected him as their leader. They stood behind him. But before long he was too far ahead of his flock. They lost confidence as they became better acquainted with him. His efforts were futile, so far as the group was concerned. Now, if you want to know more about Mr. Shannon's actions and reasons therefor, ask any of the old Great Northern gang if they know "Geo. Shannon," then shut your mouth and open your ears.

When he came to the Pullman Company in 1924, there were many Pullman porters who did not know him. And like so many mistakably do, they listened and were impressed by the beautiful babbler at the different meetings. These men, or many of them, voted for him and elected him to the grievance committee. Before many months passed they learned more about him. Now he has not the good will and friendship or confidence of two St. Paul porters. And during the last "election" (?) he was only an "also ran."

Porters outside of St. Paul never would have heard of Mr. Shannon if there had not been the advent of the B. S. C. P. Mr. Shannon never would have seen the B. of I. R. if Mr. Randolph hadn't swept through all opposition as he did. The Pullman Company made the same mistake that some St. Paul porters did. They heard of his beautiful babblings, and 'tis possible he did his grandest at this opportune time, being a shrewd young man he possibly figured this a good time to "feather his nest." Pullman propagandists were worth money when Mr. Randolph started his campaign to organize Pullman porters. A bird in hand is worth two in the Mediation Board, he possibly reckoned. And the Pullman Company considered him very popular about St. Paul and promoted (?) him. And like some other leaders of our group "he done throwd craps." Just another Casey at the bat—fanned out when all the bases were full and already two outs.

Can you imagine what a man like that is worth after the smoke of battle rises? What kind of a medal will the Company award him? Where are his friends? What is his social status? And last but not least, how can he ever again sleep peacefully with his conscience whipping him?

This message from Mr. Shannon to his fellow-men is one more futile effort. Already he is "in bad" with St. Paul men and now some of his babblings in print are circulated promiscuously to mark him all over the country. It should require much nerve or gall on his part in the hereafter to walk into Frisco district and plainly say "I'm Geo. Shannon." Without doubt every porter within hearing distance will lift his gaze and scrutinize him.

The Plan of Employe Representation, Mr. Shannon states, gives us the right to elect by secret ballot from among ourselves representatives of our choice, who will represent us on the local and general committees, and also on the B. of I. R. Under this plan we have also exercised the right of selecting from among our own number, through special secret ballot, delegates to represent us in negotiating to improve wages and working conditions by collective bargaining, etc.—he further states:

"Now every porter knows that none of us ever received any increase in wages or improvement in working conditions from the Pullman Company by or through any union organization, and yet under the Plan of Employe Representation we have been the beneficiaries of increases in wages of over 20 per cent and very substantial improvements in working conditions during a period of less than three years."

If Mr. Shannon sincerely deals with facts and not fiction, he will admit that it is a fact and not fiction that porters were urged and compelled to vote during Plan of Employe Representation elections. And he will admit that it is a fact and not fiction that the election of delegates to the graciously granted but unsolicited 1926 wage conference was one of the secretest elections that ever was. That election of delegates was so secret that porters had to vote for twenty to twenty-four nominees that they never saw or heard of before. And he will admit it is a fact and not fiction that everything was cut and pretty well dried and Bennie Smith would have used better judgment if he had resigned and remained at home. He was only a stepchild among Mr. Pullman and his boys.

If so much has been accomplished without organization what might have been accomplished with an organization? Surely Mr. Shannon doesn't know much about organization. Maybe he never heard about the old Negro cash artist and the hornets nest. Maybe he has never watched ants work. Maybe he doesn't realize that the Pullman Company is an organization, and an individual employ differing with the management when discussing more pay and less surplus and dividends is an undesirable subject—like a loose nut in the cog-wheels—and must be removed. Doesn't Mr. Shannon realize that Pullman officials must give the stockholders most consideration, and the employee as little as possible? Doesn't he know they must show appreciable dividends or be removed from office?

The street car men are organized; truck drivers are organized; physicians are organized; plumbers, carpenters, brick-layers, plasterers, trainmen, street sweepers, electricians, machinists, etc., are organized. And if Mr. Shannon has any ability to be reasonable and truthful he can easily admit it is a fact and not fiction that if men of such vocations need organization there is ten times the need of Pullman porters being organized.

Eighty-five per cent voted for the plan, Mr. Shannon states. And Mr. Shannon knows damn well that eighty-five per cent of that eighty-five per cent were forced to vote, and those forced to vote in St. Paul did not elect him for anything. Only the timid ones, ignorant ones and persons of his type, Mr. Shannon knows, willingly voted for the plan.

It is peculiar that Mr. Shannon was so active in the organization of Great Northern porters some few years ago and now is so active AGAINST the organization of Pullman porters—or it is a fact that there is, or there was, a good market for Pullman propagandists. But ere long, we anticipate, there's going to be a movement toward the tall timbers for persons like Mr. Shannon. More could be said, but why spend more ink. Station B. S. C. P. St. Paul, broadcasting. Stand by till the last shot has been fired

LISTEN!

This union lives only so long as Porters support it by paying their dues.

Think that over!

Business and Industry

(*Continued from page* 257)

of them are located at terminal points. But one large Western railroad system has started a cooking school in a regular diner with all the kitchen facilities used at terminals. At the other end of the car the waiters are instructed in the proper methods of serving.

The Appellate Court of New York has decided that the insurance company against which Garvey's ill-fated Black Star has brought suit will not have to pay off. It will be remembered that the Back-to-Africa boys bought a 50-year-old hulk named the "Shadyside" which was so decrepit and aged that it sank in the calm of the Hudson River. It was on account of this hulk that the Garvey bunch brought suit. *Add another chapter to the history of humor!*

The Northeastern Life Insurance Company is compiling a list of prominent colored men and women who are insured in colored companies. *That ought to be an interesting revelation of the extent of "race" patriotism.*

Miss Ivy Bailey, a colored woman, was recently left in full charge of the large electrical fixture store of N. Zolinsky, in New York City, when the owner went on a vacation to Germany.

The Liberty Life Insurance Company of Illinois has been admitted to the State of Oklahoma.

Anthony Overton, prominent business man of Chicago, was recently awarded the Spingarn Medal for Business Achievement.

At the Sixth Annual Spring Flower Show in El Paso, Texas, the Negro Flower

Growers' Association contributed a wonderful floral display.

Mrs. Daisy R. Bolden is head of a hand laundry at Darien, Conn., a summer resort, which employs a large number of employees at good wages and renders very efficient service.

Negro women are employed extensively in Delaware canneries. Over 43 per cent of these women are under 25 years of age.

Chauncey Townsend has become editor of the *Gary Sun*, the up-and-coming Indiana weekly.

The Maytag Bottling Company of Jacksonville, Fla., has moved into a new $40,000 brick plant.

Seventy-three Negro miners who have worked from 25 to 40 years for the Tennessee Coal, Iron and Railroad Co., were awarded gold medals recently at Muscoda, Ala.

Negro screen actors in Los Angeles have organized an association for the improvement of present conditions.

The Department of Labor announces that after a study of women's wages in 14 states, it was discovered that the average wage for Negro women is 60 cents higher than that for white women. *Help! Call out the Klan!*

A group of citizens in Newark, N. J., recently organized a $100,000 finance corporation. Dr. R. W. H. Buckner is President.

Native workers in Johannesburg, S. A., held a huge parade on May Day.

Mr. William Newman, a prominent Philadelphia, Pa., business man, and member of the Chamber of Commerce, was a guest at a luncheon given by the Chamber recently at the Benjamin Franklin Hotel. Horrors! Social equality!

YOUTH MOVEMENT FORMED TO BACK PULLMAN PORTERS' UNION

Dec. 19, 1927.—A Youth Movement, comprised of young graduate and under-graduate fraters and sorors, teachers, social workers, doctors and lawyers and the Junior Society leaders, was formed in the office of the Brotherhood of Sleeping Car Porters, Friday evening, December 16th.

The purpose of the movement is to vigorously back the Pullman Porters' fight for living wage and better working conditions. An unusual spirit was manifested among the young group in the general cause of economic freedom for the Negro workers and in the struggle for economic emancipation by the Pullman Porters in particular.

This is probably the first Youth Movement in America to place their energy and education, zeal and enthusiasm and surging spirit of romanticism and adventure at the service of a mass of workers engaged in an industrial struggle for bread and manhood rights. In this respect the Negro Youth Movement is leading the Youth of America.

A Speakers' Bureau was organized, whose purpose it is to carry the truth about the fight of the Pullman Porters to every group in New York, colored and white, rich and poor. The first training class for the development of speakers for the projection and execution of this crusade to carry economic knowledge to the Negroes of Harlem in particular, and the peoples of New York in general, was held in the Y. W. C. A. Monday evening.

Some of those among the beginners of the Youth Movement are: Miss MacDonald, president of the Intercollegiate Society; Miss Enid Thorpe of the Young People's Fellowship of St. Phillip's Church; Mrs. Burwell of the Debutante Club; Dr. Price; Mr. James Egert Allen, teacher, and Miss Floria Pinckney, graduate of Brookwood Labor College. Miss Enid Thorpe was named chairman of the Youth Movement and Mrs. Burwell, secretary.

According to A. Philip Randolph, General Organizer of the Brotherhood of Sleeping Car Porters, this movement marks probably the most promising turn in the economic life of the race. He indicated that he plans the organization of similar Youth Movements in Washington, Boston, Chicago, Kansas City, St. Louis and other points.

Labor - 1927

Unions, Strikes, etc.

Brotherhood of Sleeping Car Porters.

PORTERS' UNION OF CO-OPERATION TO OFFER

By PHILIP RANDOLPH
General Organizer

Now that the interstate commerce commission has turned down the Pullman company's motion to dismiss the petition of the Brotherhood of Sleeping Car Porters to investigate the company on the grounds that the commission has no jurisdiction, the brotherhood herewith sets forth, in part, its plan of co-operation with the Pullman company.

In order that the virtues and merits of the brotherhood as an agency of co-operation with the Pullman company may be fairly seen and appreciated, it is necessary that an appraisal of the employee representation plan, the company's union, be made.

Upon examination it will be easily recognized that the structure, origin and control of the plan rendered the plan absolutely useless as a method of adjusting grievances arising between the porters and the company. In the first place, it is a matter of common knowledge that the company originated the plan, and through force and intimidation, imposed it upon the porters and maids. It is so organized in the form of committees, namely, the local grievance committee, zone general committee and industrial relations board, as to create the illusion that it is possible for the porters to get justice out of it. Although there are porters on each of these committees, they have neither the freedom nor power to settle a grievance upon a basis of its merits.

Inasmuch as the district superintendent, who fires or penalizes porters, largely according as he sees fit, has representatives on the local grievance committee who can recommend the discharge of a porter, the porter representatives are in constant fear of incurring the disfavor of one of the representatives of the local management and therefore will not speak up for a fellow porter even though he knows that the aggrieved porter has been unjustly treated.

Even before an aggrieved porter can secure a hearing on his case he must go to the superintendent of his district, who is responsible for his discharge or penalization, to secure a grievance blank upon which to state his grievance. This is obviously unfair. Aside from the difficulty of a porter getting a hearing on his case, he is faced with the additional problem of getting his grievance adjusted within a reasonable length of time. It is generally known to porters that cases under the employee representation plan hang for three, six and 12 months before any disposition is made of them.

Not only is the structure of the plan fundamentally unsound and unsuited for the expression of the interests of the porters and maids, but the method of securing evidence on a given case can only result in the victimization of the porter by the local management. For instance, no aggrieved porter has a right to question a passenger who is alleged to have complained about his service or to have made charges against his honesty.

Porters' Union Has Plan of Co-operation to Offer

Can Fire Porters Any Time

The company alone under the plan has a right to secure evidence against the porter from the passenger complainant. Therefore, in the nature of things, it is utterly impossible for a porter to be secured. Not only is the porter denied the right to interrogate the alleged complaining passenger, but he is not permitted to secure anyone to represent him in the case. Not only that, but without warning or proper notice, he may be taken off his run suddenly and haled before the superintendent to show cause why he should not be dismissed from the service. The reason for this one-sided functioning of the plan is that the company organized it, controls it and dominates it.

Whenever the porter members of the committees of the plan are required to sit on a case, they are paid by the company. Therefore, they are responsible to the company. This procedure is just as ridiculous as it would be for the defendant or complaintant in a law court involved in a case to be permitted to pay the judge and the witnesses and the prosecuting attorney. Naturally the aggrieved party to the case, without money to pay for justice, would be vicitimzed, while the other party would be the beneficiary of justice bought and paid for, although his side of the case may be without merit.

Therefore the plan is calculated to create and perpetuate endless unrest among the porters, and unrest in any industry lowers the productive efficiency of the employees. When porters realize that they cannot expect the fair handling of their grievances under the plan, it is natural that their suspicions will multiply and grow against everybody connected with it. Faith and confidence in a method of procedure in the handling of anything is essential both to its efficiency and just operation.

Has Stool Pigeon System

The company union is also the cause of an elaborate spy and stool pigeon system. It cannot function without the maintenance of a swarm of undercover and confidence men, whose object and function are not to meet the needs of the porter in a spirit of fairness, but to develop imaginary and malicious complaints against porters with a view to framing them up, so that a porter, though aggrieved, will be afraid to press his case or to seek relief through allying himself with a bona fide organization. Because of this fact, porter instructors and welfare workers are viewed not only with distrust, but hatred and bitterness. The belief is, on the part of the porter, that these company officials, in common parlance, don't mean him any good, that he is the tool of the company and cannot honestly serve the porters.

Moreover, it is generally known that porter instructors and welfare workers, under the present employee plan system, are not selected because of any special knowledge, fitness or efficiency by way of actually handling the labor personnel intelligently, but as a rule because their questionable records compel them to carry out practically any order of the superintendend however unjust it may be. Such porter instructors and welfare workers are a menace both to the porters and the company, for they harass the porters so continuously as to render co-operation between them and the porters impossible, and without co-operation between the supervisors and the labor personnel of a given industry, productive efficiency will go down.

A Constructive Program

The Brotherhood, on the other hand, presents a basic and constructive program for the handling of grievances that may arise between the porters and the company. Its program will work out successfully because, in the first place, it represents the will and wishes of the porters. Again, it is handled by representatives of the porters who are responsible to them and not to the company. This fact is fundamental to the responsible, efficient and honest handling of any machinery for the adjustment of grievances. This is the experience of employees of the transportation industry and practically all other industries. The reason for this is obvious. Employees can trust their representatives in a bona fide union, because they pay their representatives.

They cannot trust representatives of the company union, because they do not pay said representatives. In other words, it proves the old adage, that he who pays the fiddler will call the tune. The very fact that the porters pay their representatives creates faith in the decisions and work of their representatives.

Whenever adjustments of cases are made by the representatives of the Brotherhood, the porters will accept same in a spirit of satisfaction and co-operation, since they realize that they selected their representatives to make such adjustments and consequently are morally bound to accept and live up to same. With the locomotive engineers, firemen, trainmen train conductors and Pullman conductors this principle has been properly observed. There is no good reason why the aforementioned railway employees should have the right to self-organization and Pullman porters be denied that right. If self-organization makes for efficiency among the white employees in the transportation industry, it will make for efficiency among the black employees.

Brotherhood Plan Beats Pullman

The Brotherhood also maintains that as a result of its responsibility and superior knowledge of the Negro in general and the Pullman porter in particular, over that of the Pullman company, that it can institute methods that will result in economies to the benefit of the company which would be impossible under the company plan system. In the first place, Brotherhood members, realizing the responsibility of the organization would be more concerned about carrying out a general program of economy which would save money for the company as other railway employees of bona fide unions do under the supervision of untrammeled employee selection and designation of representatives.

The organization would also raise the efficiency of the porters' service by attracting types of men into the service with a desire not only to share in the fair reward for labor, but to contribute constructive effort for the improvement of the service. A higher wage negotiated by an organization of the porters' own choosing, such as the Brotherhood, would be the means of decreasing the turnover of the company. It is a fact of general industrial management that the turnover in the labor personnel constitutes a serious charge both upon the efficiency and the cost of production. In the Pullman service the turnover is high because unless men get the so-called "cream runs" the low wage scale forces them continuously to be seeking better employment.

Improve Mechanism of Car

Then there is also the element of porter inventions that improve the mechanism of the Pullman car. Under the present regime of the company union there is no incentive for porters to use their ingenuity and superior knowledge arising out of experience for the purpose of developing new schemes and plans for the improvement of the Pullman car. They realize that they will secure no definite benefit for same and besides that they are sentenced to a starvation wage, which creates no hope, stirs no initiative and develops no high sense of responsibility and self-respect.

For an examination of the present policy of the Pullman company toward the Pullman porter, it is obvious that the company does not know our Race in general nor the Pullman porter in particular today. Although the Pullman cars have changed from a wooden to a steel car in the last 50 years, the Pullman company assumes that the porter of 50 years ago is just the same today, that he has no higher desires or ideals, that he is not interested in self-improvement, that he has no initiative. This is a fallacy and an expensive fallacy to the Pullman company. The Pullman porter has changed as the Pullman car has changed, and the Pullman company in the interest of higher productivity will be required to realize this fact.

Need Educational Policy

The company needs a definite educational policy to regulate and improve the labor personnel in service efficiency, initiative and responsibility. This educational policy cannot be worked out by the company because it does not understand either the industrial of social-racial psychology of the Pullman porter. The company's educational policy, if such it may be styled, is of the Simon Legree type, which is based upon the belief that all of our Race are slaves and must be driven to the performance of their given duty. This is as wrong as it is impracticable. It will not work and ought not to work.

The Brotherhood is the only agency which can properly and efficiently handle the Pullman porter personnel of the Pullman company because it knows the porter, his wishes, hopes, aspirations, ambitions and ideals. Even though the company gave Pullman porters an increase in wages of $200 a month, reduced their hours of work to 240, unrest among the porters would continue to grow, for they want an organization of their own choosing to handle grievances which will perpetually arise despite wage increases. There must be an adjustment board jointly established by the Pullman company and the Brotherhood of Sleeping Car Porters and jointly maintained in terms of expense as provided under the railway labor act for the adjustment of grievances. This is fair, proper, sensible and sound. There is no other alternative, and the better judgment of the Pullman management will finally come to recognize and appreciate this.

Pullman Propaganda

The charge which is loosely made that the representatives of the Brotherhood are dishonest, irresponsible fanatics does not merit a denial. Everybody with a grain of common sense knows that this is pure Pullman propaganda, calculated to weaken the morale of the men. The officials of the Brotherhood are just as interested in maintaining a high standard of service for the Pullman company and the public as the Pullman management is. The Brotherhood is concerned about the most valuable asset the company can have, for intelligent co-operation in discipline of the porters. It stands for their amenability and respect on the part of porters to and for their officials, white and black. It insists upon the highest standards of honesty, intelligence, sobriety, courtesy and responsibility. It is unalterably opposed to sycophancy and servility. The Brotherhood is

Labor - 1927

Unions, Strikes, etc.

Brotherhood of Sleeping Car Porters.

PORTERS' UNION OF CO-OPERATION TO OFFER

By PHILIP RANDOLPH
General Organizer

Now that the interstate commerce commission has turned down the Pullman company's motion to dismiss the petition of the Brotherhood of Sleeping Car Porters to investigate the company on the grounds that the commission has no jurisdiction, the brotherhood herewith sets forth, in part, its plan of co-operation with the Pullman company.

In order that the virtues and merits of the brotherhood as an agency of co-operation with the Pullman company may be fairly seen and appreciated, it is necessary that an appraisal of the employee representation plan, the company's union, be made.

Upon examination it will be easily recognized that the structure, origin and control of the plan rendered the plan absolutely useless as a method of adjusting grievances arising between the porters and the company. In the first place, it is a matter of common knowledge that the company originated the plan, and through force and intimidation, imposed it upon the porters and maids. It is so organized in the form of committees, namely, the local grievance committee, zone general committee and industrial relations board, as to create the illusion that it is possible for the porters to get justice out of it. Although there are porters on each of these committees, they have neither the freedom nor power to settle a grievance upon a basis of its merits.

Inasmuch as the district superintendent, who fires or penalizes porters, largely according as he sees fit, has representatives on the local grievance committee who can recommend the discharge of a porter, the porter representatives are in constant fear of incurring the disfavor of one of the representatives of the local management and therefore will not speak up for a fellow porter even though he knows that the aggrieved porter has been unjustly treated.

Even before an aggrieved porter can secure a hearing on his case he must go to the superintendent of his district, who is responsible for his discharge or penalization, to secure a grievance blank upon which to state his grievance. This is obviously unfair. Aside from the difficulty of a porter getting a hearing on his case, he is faced with the additional problem of getting his grievance adjusted within a reasonable length of time. It is generally known to porters that cases under the employee representation plan hang for three, six and 12 months before any disposition is made of them.

Not only is the structure of the plan fundamentally unsound and unsuited for the expression of the interests of the porters and maids, but the method of securing evidence on a given case to be permitted to pay the judge and the witnesses and the prosecuting attorney. Naturally the aggrieved party to the case, without money to pay for justice, would be victimized, while the other party would be the beneficiary of justice bought and paid for, although his side of the case may be without merit.

Therefore the plan is calculated to create and perpetuate endless unrest among the porters, and unrest in any industry lowers the productive efficiency of the employees. When porters realize that they cannot expect the fair handling of their grievances under the plan, it is natural that their suspicions will multiply and grow against everybody connected with it. Faith and confidence in a method of procedure in the handling of anything is essential both to its efficiency and just operation.

Has Stool Pigeon System

The company union is also the cause of an elaborate spy and stool pigeon system. It cannot function without the maintenance of a swarm of undercover and confidence men, whose object and function are not to meet the needs of the porter in a spirit of fairness, but to develop imaginary and malicious complaints against porters with a view to framing them up, so that a porter, though aggrieved, will be afraid to press his case or to seek relief through allying himself with a bona fide organization. Because of this fact, porter instructors and welfare workers are viewed not only with distrust, but hatred and bitterness. The belief is, on the part of the porter, that these company officials, in common parlance, don't mean him any good, that he is the tool of the company and cannot honestly serve the porters.

Moreover, it is generally known that porter instructors and welfare workers, under the present employee plan system, are not selected because of any special knowledge, fitness or efficiency by way of actually handling the labor personnel intelligently, but as a rule because their questionable records compel them to carry out practically any order of the superintendent however unjust it may be. Such porter instructors and welfare workers are a menace both to the porters and the company, for they harass the porters so continuously as to render co-operation between them and the porters impossible, and without co-operation between the supervisors and the labor personnel of a given industry, productive efficiency will go down.

A Constructive Program

The Brotherhood, on the other hand, presents a basic and constructive program for the handling of grievances that may arise between the porters and the company. Its program will work out successfully because, in the first place, it represents the will and wishes of the porters. Again, it is handled by representatives of the porters who are responsible to them and not to the company. This fact is fundamental to the responsible, efficient and honest handling of any machinery for the adjustment of grievances. This is the experience of employees of the transportation industry and practically all other industries. The reason for this is obvious. Employees can trust their representatives in a bona fide union, because they pay their representatives.

They cannot trust representatives of the company union, because they do not pay said representatives. In other words, it proves the old adage, that he who pays the fiddler will call the tune. The very fact that the porters pay their representatives creates faith in the decisions and work of their representatives.

Whenever adjustments of cases are made by the representatives of the Brotherhood, the porters will accept same in a spirit of satisfaction and co-operation, since they realize that they selected their representatives to make such adjustments and consequently are morally bound to accept and live up to same. With the locomotive engineers, firemen, trainmen train conductors and Pullman conductors this principle has been properly observed. There is no good reason why the aforementioned railway employees should have the right to self-organization and Pullman porters be denied that right. If self-organization makes for efficiency among the white employees in the transportation industry, it will make for efficiency among the black employees.

Brotherhood Plan Beats Pullman

The Brotherhood also maintains that as a result of its responsibility and superior knowledge of the [illegible] in general and the Pullman porter in particular, over that of the Pullman company, that it can institute methods that will result in economies to the benefit of the company which would be impossible under the company plan system. In the first place Brotherhood members, realizing the responsibility of the organization would be more concerned about carrying out a general program of economy which would save money for the company as other railway employees of bona fide unions do under the supervision of untrammeled employee selection and designation of representatives.

The organization would also raise the efficiency of the porters' service by attracting types of men into the service with a desire not only to share in the fair reward for labor, but to contribute constructive effort for the improvement of the service. A higher wage negotiated by an organization of the porters' own choosing, such as the Brotherhood, would be the means of decreasing the turnover of the company. It is a fact of general industrial management that the turnover in the labor personnel constitutes a serious charge both upon the efficiency and the cost of production. In the Pullman service the turnover is high because unless men get the so-called "cream runs" the low wage scale forces them continuously to be seeking better employment.

Improve Mechanism of Car

Then there is also the element of porter inventions that improve the mechanism of the Pullman car. Under the present regime of the company union there is no incentive for porters to use their ingenuity and superior knowledge arising out of experience for the purpose of developing new schemes and plans for the improvement of the Pullman car. They realize that they will secure no definite benefit for same and besides that they are sentenced to a starvation wage, which creates no hope, stirs no initiative and develops no high sense of responsibility and self-respect.

For an examination of the present policy of the Pullman company toward the Pullman porter, it is obvious that the company does not know our Race in general nor the Pullman porter in particular today. Although the Pullman cars have changed from a wooden to a steel car in the last 50 years, the Pullman company assumes that the porter of 50 years ago is just the same today, that he has no higher desires or ideals, that he is not interested in self-improvement, that he has no initiative. This is a fallacy and an expensive fallacy to the Pullman company. The Pullman porter has changed as the Pullman car has changed, and the Pullman company in the interest of higher productivity will be required to realize this fact.

Need Educational Policy

The company needs a definite educational policy to regulate and improve the labor personnel in service efficiency, initiative and responsibility. This educational policy cannot be worked out by the company because it does not understand either the industrial or social-racial psychology of the Pullman porter. The company's educational policy, if such it may be styled, is of the Simon Legree type, which is based upon the belief that all of our Race are slaves and must be driven to the performance of their given duty. This is as wrong as it is impracticable. It will not work and ought not to work.

The Brotherhood is the only agency which can properly and efficiently handle the Pullman porter personnel because it knows the porter, his wishes, hopes, aspirations, ambitions and ideals. Even though the company gave Pullman porters an increase in wages of $200 a month, reduced their hours of work to 240, unrest among the porters would continue to grow, for they want an organization of their own choosing to handle grievances which will perpetually arise despite wage increases. There must be an adjustment board jointly established by the Pullman company and the Brotherhood of Sleeping Car Porters and jointly maintained in terms of expense as provided under the railway labor act for the adjustment of grievances. This is fair, proper, sensible and sound. There is no other alternative, and the better judgment of the Pullman management will finally come to recognize and appreciate this.

Pullman Propaganda

The charge which is loosely made that the representatives of the Brotherhood are dishonest, irresponsible fanatics does not merit a decorous consideration. Everybody with a grain of common sense knows that this is pure Pullman propaganda, calculated to weaken the morale of the men. The officials of the Brotherhood are just as interested in maintaining a high standard of service for the Pullman company and the public as the Pullman management is. The Brotherhood is concerned about the most valuable asset the company can have, namely, its intelligent co-operation in developing methods and technique for the general improvement of the Pullman service, the reduction of the personnel and the reduction of production cost. It insists upon the highest standards of intelligence, honesty, sobriety, courtesy and responsibility. It is unalterably opposed to sycophancy and servility.

Porters' Union Has Plan of Co-operation to Offer

case can only result in the victimization of the porter by the local management. For instance, no aggrieved porter has a right to question a passenger who is alleged to have complained about his service or to have made charges against his honesty.

Can Fire Porters Any Time

The company alone under the plan has a right to secure evidence against the porter from the passenger complainant. Therefore, in the nature of things, it is utterly impossible for a porter to be secured. Not only is the porter denied the right to interrogate the alleged complaining passenger, but he is not permitted to secure anyone to represent him in the case. Not only that, but without warning or proper notice, he may be taken off his run suddenly and haled before the superintendent to show cause why he should not be dismissed from the service. The reason for this one-sided functioning of the plan is that the company organized it, controls it and dominates it.

Whenever the porter members of the committees of the plan are required to sit on a case, they are paid by the company. Therefore, they are responsible to the company. This procedure is just as ridiculous as it would be for the defendant or complaintant in a law court involved in

The St. Louis Argus

PUBLISHED WEEKLY

BY THE

ST. LOUIS ARGUS PUBLISHING CO.

2312-14 Market St. St. Louis, Mo.

Phone, Central 4620

J. E. MITCHELL ..... MANAGING EDITOR
HERBERT T. MEADOWS ..... CITY EDITOR and ADV. MGR.
RICHARD A. JACKSON ..... ASSOCIATE EDITOR
WM. MITCHELL ..... BUSINESS MGR.

Entered as second-class matter April 5, 1913 at the Post Office at Saint Louis Missouri under the act of March 3 1879.

RANDOLPH, AND THE PORTERS' CASE

Before we attempt to further discuss Randolph's high finance scheme, we wish to repeat, here and now, what we have said before, that we are not opposed to the pullman porters and maids organizing to help or improve in any way their working conditions. Our only interest in the case is, that we hate to see the men and women who are trying to help themselves, being exploited. Believing as we do, that Randolph is insincere in his operations, we feel it our duty to call attention to it.

Why We Question His Sincerity.

It will be remembered, and not a porter or maid should forget, that about two years ago, when Randolph first started his campaign, he stated that as soon as he got fifty-one percent of the twelve thousand porters organized, he would then present their case before the United States Labor Board, and he led these men to believe that by so doing the Pullman Company would be compelled to come before the said board and submit to arbitration and that he would, at that time, present the case of the porters before that board in such a plain and forceful manner, that the United States Labor Board would compel the Pullman Company to grant the relief asked for, or approximately so.

Every porter and maid in the Pullman service knows that Randolph made such a promise, whether they have joined his organization or not. This promise Randolph knew or should have known that he could not fulfill. It may be that he did not know that the United States Labor Board had no power to compel the Pullman Company to arbitrate. If he didn't know it, he is too ignorant to be regarded as a leader of the men. If he knew that there would be no arbitration unless both parties VOLUNTEERED to come before the board, then he is worse than a common thief or robber.

Edwin P. Morrow, a member of the United States Labor Board, to whom Randolph had presented this matter, dismissed the case with this comment:

> "You are therefore, advised that my final required actions to wit: to induce the parties hereto to submit their controversy to arbitration, in accordance with the provision of the Railway Labor Act, has been unsuccessful."

This shows clearly, that the law in the case had been complied with. But arbitration before the board was entirely voluntary.

The only way the United States government has power to compel parties in labor dispute to arbitrate or to come together, is in an "emergency." In that event, the president of the United States may appoint an Emergency Board with such power. An "emergency" as here described, may arise only as a result of a strike of such magnitude as to tie up Inter-State Commerce, etc. We do not know whether Randolph and his high powered lawyers knew this or not. If he did, why didn't he tell the men the facts in the case? Everybody knows that if fifty per cent of the porters should strike tomorrow, it would not tieup transportation to the extent that it would create an "emergency." These are facts. The porters and maids are entitled to facts.

Over $200 000.00

Taking Randolph's own word for it, he has collected over $200 000.00 from the porters and maids during the past two years. That is, he said that after he had secured the membership of fifty-one per cent of the twelve thousand porters he would present their cause before the United States Labor Board. He having presented his case to said board, we presume that over six thousand porters have joined, paying ten dollars each. This would make the neat sum of $60,000; each of these porters having paid in an average of $20.00 for monthly dues equaling $120,000; making a total of $180,000; then add to that those extra "fives" and "tens" and those gold star gifts and other appeal gifts, the grand total, conservatively estimated $203,420.00 collected. What has become of the money? What have the porters and maids received? Think a little. Oratory is not a job. How is Randolph going to bring the Pullman Company down to its knees? Oratory will not do it.

Randolph Again.

Now comes Randolph with a brand new story. He is asking for $100,000.00 more to continue the fight. To fight what? He says that he is going to take the case before the Inter-State Commerce Commission. He ought to know better. This latter move is more ridiculous than the first. But with Randolph, it is anything! Just any old thing as long as it sounds big to the porters and he can continue to get those fives and tens.

It stands to reason that if the Labor Board could not reach the porters' case under the circumstances, the Inter-State Commerce Commission is still farther away.

Of course, Randolph and his henchmen will deny this. They will attempt to twist the facts in such a way as to make light darkness and darkness light. They will fight hard to continue to feed at the trough made fat by the hard earned dollars of the porters and maids. But the one duty the men owe to themselves and their families is, listen to reason—Think for themselves.

OME NEWS AUG 21 1927

Progress of African Colored Labor Unions to Be Subject of Harlem Lectures by Leader

How colored Africa, for generations exploited by white adventurers, is at last getting on its feet and becoming unionized will be the theme of a series of lectures.

Clements Kadalie, African labor organizer and editor, will deliver the lectures in Harlem and the principal cities of the United States during the coming fall, according to A. Philip Randolph, head of the Brotherhood of Sleeping Car Porters, 2311 Seventh Ave.

Kadalie is being brought to this country as the guest of the brotherhood. He will arrive here some time in the later part of August and will tour the States during September October and November.

Kadalie is national secretary and founder of the Industrial and Commercial Workers' Union of Africa which now numbers almost 100,00 colored and Indian members. He is also editor of the Workers' Herald of Johannesburg, South Africa.

Recently the African union became affiliated with the Amsterdam Trade Union International, and through an understanding with white labor in South Africa was able to have the segregation bills aimed at colored South Africans indefinitely shelved by Parliament.

For the past three months Kadalie has been in England and Europe, lecturing in the interest of colored labor in Africa. Just when he will arrive in this city is indefinite.

Accompanied by Editor

Kadalie will be accompanied on his national lecture tour by George S. Schuyler, managing editor of The Messenger, a monthly magazine published in this city, and a member of the editorial staff of the Pittsburgh Courier, colored weekly newspaper.

The visit of the labor leader, who is a native of British Nyasaland, will be the first opportunity the American people have had to get the first hand facts about the present and future status of colored labor unions in Africa, according to Randolph.

Immediately after Kadalie arrives in New York, a reception and dinner will be given him. Prominent liberals and labor leaders will attend.

After giving several lectures in Harlem and Brooklyn, Kadalie will visit the larger cities of the country.

PULLMAN PORTERS WAR ON COERCIVE COMPANY TACTICS

CHICAGO (FP). Nov. 3.—Sleeping car porters here are threatened with discharge if they refuse to participate in the Pullman Co.'s company union election of grievance committee members, it is revealed by officials of the Chicago division, Brotherhood of Sleeping Car Porters.

Paymasters have been ordered to withhold pay checks until porters have cast their ballots. This is but one of the methods employed by the company in its attempt to avoid recognition of the workers' own organization. Under threat of losing their jobs porters known to be sympathetic toward the trade union are being forced to sign statements, prepared by the company, repudiating the brotherhood.

"Negro Problem," Economic.

Before 2000 porters, their wives, and Negro business and professional men at a rally here, A. Phillip Randolph, general organizer of the B. S. C. P., traced the fight of the brotherhood for recognition. "Only through economic justice can the Negro get social and political justice," said Randolph. "The Negro problem is an economic problem because the bulk of organization is the salvation of the race." Randolph attacked, while the Negro publications such as the Chicago Defender and the Whip for refusing to give the facts in the porters' struggle for freedom.

Brotherhood of Sleeping Car Porters.

Unions, strikes, etc.

SPECIAL ORGANIZER OF PULLMAN PORTERS REPLIES TO ASSOCIATED NEGRO PRESS

2311 Seventh Ave.,
New York, N. Y.
August 13, 1927

The Editor,
The Louisville News.
Louisville, Ky.,
Dear Mr. Editor:

In a recent isssue of your valuable paper appeared an Associated Negro Press Dispatch entitled "The Status of the Pullman Porters Case" in which the editors of te Association avowed "to tell the truth about the Pullman Porters situation," but in which they said everything except what they set out to tell. Therefore, will you permit me space in your valuable paper to set forth the facts in the porters case in order that the Negro masses scattered all over the United States, whose fortunes will be influenced greatly by the results of the porters case, may know the facts as they exist in regard to the epoch-marking struggle of their brothers organized in Brotherhood of Sleeping Car Porters.

In the first place it is interesting to note that "the false lead" followed by the Universal Press (white) which braodcasted the lie that the "United States Board of Mediation had turned down the porters case" was literally gobbled up and gloated over by many of our so-called Negro journals, including the ANP which not alone carried the false information but enlarged upon it considerably. It is more than passing interest also to note that while some of the minor white newspapers of the country carried the false report, it was left for the Negro press to glory in the alleged failure of 12,000 Negroes lawfully and gallantly struggling to win for themselves and their families a higher wage, shorter hours and improved working conditions as enjoyed by the white workers on the railroads of the nation.

It does occur to one whose vision has not been blurred by the glitter of Pullman gold that the least these editors could have done, providing they were sincerely interested in the progress of their race, was to ascertain the facts in the case before rushing to print, just as a few Negro papers did.

In fairness to the ANP this writer must assert that in its despatch of July 28, the editors of the Association appear to be making an effort to be fair. That they have failed to do so may be ascribed largely to the fact that they are discussing a subject of which they are apparently are woefully and lamentably ignorant; and probably not, as some would have us believe, to sheer venality and lack of race pride.

To say that "the Watson-Parker Act created machinery for the formation of Industrial Relations or Employee Representation Committees' and that these committees are functioning now among Pullman employees who vote for their own representatives and meet whenever a disagreement coms up, with representatives of the Company and settle them" is to indicate an absence of knowledge of both the law and the workings of the Pullman Company's Employee Representation Plan, which is inexcusable among people who undertake to discuss public questions. The Employee Representation Pla nof the Pullman Company is simply another name for generally recognized by all enlightened people as a ruse of employers to keep workers from organizing their own union with which to bargain collectively and effectively for increased wages and improved working conditions. The Watson-Parker Act definitely and succintly calls for self-organization, thereby eliminating the so-called Employee Plan of Representation.

If it is not asking to much, and if it will not inconvenience the editors of the ANP this writer would suggest that they read the law and carefully study the plan of the Company so that when they again write on the subject they may be able to avoid expressing childish opinions and falling into inexcusable errors.

It is a well-known fact that the so-called Employee Plan, during the six or more years of its existance, has not remedied a single grievance of the porters, but on the contrary it has aggravated these grievances and convinced the porters and maids of their absolute helplessness under its aegis. Whatever gains have been realized by the porters and maids have been scured in spite of, and not because of the existence of the Plan. The recent wage increase granted the men was given as a means of spiriting them away from the Brotherhood of Sleeping Car Porters. Is it impossible that the editors a fthe ANP do not know this fact? Do the editors o fthe ANP know the history of the Watson-Parker Act. Do they know that the Pullman Company was a part yto the creation of the Act, and is consequently morally bound to go along with the machinery set up by the law? Do the editors also not know that the final Board of Arbitration, selected by the President of the United States, has the right to file its decision in a Federal Court for enforcement? Is it the opinion of the editors that the Pullman Company can, with impunity flout all the laws of the land without being called to time for doing so? Do the editors of the ANP not know that a committee of One Hundred of the most prominent citizens of both races, including some of the nations most noted lawyers, such as Mr. Samuel Untermyer, Frank P. Walsh, Amos Pinchot, Henry T. Hunt, Arthur Garfield ayes and others is prepared to see that the Pullman Company lives up to the law and deals fairly with its Negro porters and maids?

These are some of the "facts" which should predicate any attempt "to tell the truth about the Pullman porters' case." We set them forth here in order that your readers may become acquainted with them, and not accept what has been sent out by the ANP as "facts."

In conclusion we beg to advise the editors of the ANP that the Brotherhood of Sleeping Car Porters is the creation of the Pullman porters and maids; that not alone is it their only hope for a square deal from the Pullman Company, but it stands today first as an irrefutable reply to those who have said that we are 'the white man's burden," since it shows the Negro as helpin ghimself to a position of manhood, culture and economic security. And secondly, because it is the brightest star of hope in the firmament of Negrodom, twinkling as a symbol of inspiration an dguidance to the Negro boys and girls who will come after us. Isn't it strange that the white newspapers generally have recognized this truism while the ANP has apparently failed to see it? or have they seen it and simply failed to do their duty? What manner of explanation will the ANP offer to the inquiring Negroes of tomorrow?

Thanking you Mr. Editor, I remain

Yours for race progresss,

FRANK R. CROSSWAITH
Special Organizer

PORTERS WIN IN RECOGNITION FIGHT

NEW YORK, Aug. 15—Word that the Brotherhood of Sleeping Car Porters has been accorded official recognition by the United States Board of Mediation was received at the headquarters of the union, 2311 Seventh avenue, today, in a telegram from A. Philip Randolph, general organizer of the Brotherhood. Mr. Randolph is now in Chicago where he has been representing the union before the railroad board.

The porters' union is the first labor organization of Negro workers on a national scale, and the disposition of its case by the Federal Board has been eagerly awaited in trade union, as well as Negro circles.

Frank Crosswaith, organizer of the union, declared the decision of the board in sending the dispute with the Pullman Company to arbitration constitutes a great victory for his organization. Mr. Crosswaith said:

"Arbitration means recognition of the Brotherhood as a legitimate representative of the porters. The company fought such a step bitterly. However, we are happy to learn that the board has overruled the company and has sent the case to arbitration.

To Tell Conditions

"All of the elaborate and extensive research made by the labor bureau, showing the actual conditions under which the porters work, the wages they receive, the

PORTERS WIN IN RECOGNITION FIGHT

(Continued from page 1)

amount of tips received monthly by the average porter, the total occupational expense of each porter, the number of hours and the total mileage covered by the porter during the 400-hour work month will come before the arbitration. Also the actual cost of living for the porter with and without a family, the actual wage increase granted the porters since their employment by the Pullman Company some fifty-nine years ago will be presented to the Board of Arbitration. A systematic comparison between the work and wages of the porters and the other railroad workers will also be submitted."

Able Barristers

Mr. Crosswaith explained that during mediation the attorneys of the Brotherhood could not legally appear and argue the organization's case. Before the Board of Arbitration, however, the full legal battery of the Brotherhood will be called into action. The chief legal advisor of the Brotherhood is Donald R. Richberg, co-author of the Watson-Parker Act which created the Boards of Mediation and Arbitration. Associated with him are Henry T. Hunt, former member of the old U.S. Railroad Board and ex-mayor of Cincinnati; Frank P. Walsh, Samuel Untermyer, Arthur Garfield Hayes, Amos R. E. Pinchot and C. Francis Stratford, prominent Negro attorney of Chicago.

Organizer Randolph left New York on July 11 for Chicago, having been summoned there by Edwin P. Morrow, member of the U. S. Board of Mediation. The actual mediation began on the morning of July 12 and has been in progress until the decision recommending arbitration was reached.

Labor – 1927
Unions, Strikes, etc.,

Brotherhood of Sleeping Car Porters.

Leading Citizens Of Both Races Are On Committee To Aid Pullman Porter Cause

NEW YORK CITY, Mar. 10.—The Brotherhood of Sleeping Car Porters Saturday announced the formation of a New York Committee of 100 prominent white and colored citizens to give support to the cause of the Pullman porters and maids; and to give them counsel and standing in public opinion and before the United State Board of Mediation.

The list of names contain some of the most prominent men and women of the nation in various walks of life. Henry T. Hunt, ex-Mayor of Cincinnati and member of the old U. S. Railroad Board, is chairman; Arthur C. Holden, noted architect is treasurer; and the Rev. William Lloyd Imes, secretary. The Executive Committee includes such citizens as Dr. Harry Emerson Fosdick, Amos R. E. Pinchot, James Weldon Johnson, Dr. John Haynes Holmes, Abraham Beckerman, John E. Nail, Thomas J. Curtis, Morris Hillquit, William H. Baldwin, Rev. F. Clayton Powell, Dr. Norman Thomas, Arthur B. Springarn, Mrs. V. G. Simkhovitch, Mrs. Gordon Norrie, Rev. George Frazier Miller, Prof. Franz Boas and Frank P. Walsh.

Statement of A. Philip Ranadolph, General Organizer, B. S. C. P.

"Because of the deep significance of the Pullman porters' fight to the entire Negro race and the effect its outcome will have upon the relations of both races and because of the evident disadvantage of a group of Negro workers fighting for their rights against a corporation as rich and powerful as the Pullman Company, a citizens committee will be organized in every Pullman community in the country in order to impress upon the Pullman Company and the nation the fact that the porters will be satisfied with nothing short of justice. These committees are prepared to handle any emergency that may arise and will stand by the porters to the bitter end morally, spiritually, and financially. The committees in the out of town districts will also be representative of the finest type of citizens."

AMERICAN NEGRO LABOR CONGRESS FEELS IT HAS LOST GREAT FRIEND

CHICAGO, March 6.—The American Negro Labor Congress, through its acting secretary, I. Dunjee, has sent the following communication to the Central Executive Committee of the Workers (Communist) Party:

"The American Negro Labor Congress is hastening to send to you and your entire organization an expression of sympathy and regret because of the sudden death of the very able leader of the American Communist Party, C. E. Ruthenberg.

"We of the congress feel it proper to so express our regret over the loss of C. E. Ruthenberg because we realize that he was not only the leader of the American Communist Party, but at the same time he was also the ablest champion of the entire American working class.

"We feel quite sure in making this statement that we speak one hundred per cent the sincere attitude of the Negro people of America over the loss of so able a figure in the struggle of American workers for real freedom as C. E. Ruthenberg has proven himself to be.

"Furthermore, the Negro workers in their struggle for a fair show in America have been championed chiefly by the Communist Party, and that in a very clear-cut manner. We have always accepted C. E. Ruthenberg as one of the upstanding and fearless leaders of the Communist Party who always has taken a very clear position in defense of the Negro people of this country as a submerged class.

"We feel that the loss of C. E. Ruthenberg is a loss that will be severely felt, not only by the American Communist Party, but will also be a major loss to the entire working class group of America.

"Hoping that whatever we have said in this statement will be taken as an expression of a group of workers who know their foes, but who also are at all times able to recognize their friends, we are

Fraternally yours,
The American Negro Labor Congress.

DENIES PORTERS' CASE HAS BEEN "THROWN OUT"

Announcement Premature D. C. Officials Says

NEW YORK (By telegram to the AFRO)—A. Phillip Randolph, organizer of the Pullman Porters' Union, denied the report that the Union's application to be officially recognized as a representative of the Pullman porters and maids throughout the country had been thrown out by the Board of Mediation.

Randolph quoted the following telegram signed by John Marriman and dated July 2nd:

"This office is not responsible for unfortunate statements in press referred to in your telegram.

"The matter submitted by your organization remains under consideration by this Board."

WASHINGTON, D. C. (By ANP)—The newspapers of this city printed a story Saturday morning to the effect that the case of the so-called Brotherhood of Sleeping Car Porters thought to be organized by A. Phillip Randolph, had been thrown out by the United States Board of Mediation because the members of the board, of which former Governor Edward Morrow, of Kentucky, is the chairman, found no ground for intervention on their part, and Randolph did not represent the Pullman porters.

The action of the board came after nearly two years of pronounced agitation and elaborate preparation on the part of Randolph and a group of self-styled radicals who had associated themselves with him.

Bad Advice to the Porters

Judge Panken did not give the Pullman Porter Brotherhood sound advice when he urged them to strike to redress their grievances. We have no hesitancy in saying this at the risk of being misunderstood by our hosts of porter friends. We have no doubt that many of their advisors will distort these words to create maudlin sentiment. We are their friends.

It is unfortunate that their pleas for a square deal and due consideration from the Board of Mediation and the Pullman Company should partake of the nature of socialist propaganda. Not only Judge Panken, but General Organizer Randolph, Frank Crosswaithe, another one of their leaders and their publicity director in the Brotherhood are all socialists. The American people are not sympathetic with the socialist program makers, especially when they advocate sabotage industrial revolution and domestic discord. That is why we give this free and perhaps unwelcome advice. There is great justice in the complaints of the Pullman Porters against their lot. They have been given much consideration in the last few years by the Pullman Company, but they deserve much more. They are entitled to better working and sleeping conditions. They are not beyond the pale of collective bargaining. They have a right to unionize and to present their grievances as a union and to a redress of their grievances just like any other group of wage earners.

The Pullman Porters' Beneficial Association cannot be discounted for its splendid services to the porters. It has effected a welfare program for the porters that compares favorably with the welfare program of any other great industry in the country. . The leaders of that Association Messrs. Perry W. Parker and Chas. S. Freeman deserve the gratitude and confidence of the porters. Nor do we hereby discount the honesty and devotion of Randolph, Crosswaithe and Schuyler. We only say to the porters: disregard Socialism.

PORTERS UNION LOSES

Company Refuses to Recognize —Will Not Arbitrate

PULLMAN CO. REFUSES PORTERS RECOGNITION

Chicago, Aug. 12, 1927.—The Pullman company today officially refused to recognize the Brotherhood of Sleeping Car Porters. The brotherhood recently informed the United States board of meditation that a dispute existed between it and the Pullman company for the purpose of effecting an agreement concerning rates of pay, rules, working conditions, etc. Under the railway labor act, the board of meditation sent one of its members to Chicago to attempt a settlement.

The Pullman company, however, refused to place its case for arbitration, declaring that no cause for arbitration exists, as it already has an agreement covering wages, working conditions and rules with the main body of its porters and maids.

A. PHILIP RANDOLPH OF N. Y.
Loser of able, game fight

National Bar Members Boost Porters' Union

SAINT LOUIS—The National Bar association, meeting here last week, endorsed the Brotherhood of Sleeping Car Porters in a formal resolution introduced by C. Francis Stradford. The resolution, which was passed unanimously, follows:

WHEREAS, it has been brought to our attention that the Pullman porters and maids, representing about 12,000 in number, are now engaged in the organization of the Brotherhood of Sleeping Car Porters, and

WHEREAS, we believe that labor organizations are absolutely essential under our present industrial system, so as to enable workers to engage in collective bargaining and thereby improve their working conditions and increasing their pay to that of a living wage, and

WHEREAS, we believe that the tipping system is inherently vicius in that it encourages mendicancy and cultivates class distinctions which are not typical of American ideals,

THEREFORE, be it resolved that the National Bar association go on record as endorsing the Brotherhood of Sleeping Car Porters, and

Be it further resolved that a copy of this resolution be sent to the headquarters of the Brotherhood of Sleeping Car Porters, that a copy be sent to the press and that a copy be spread upon our minutes.

CAR PORTER AGENT HELD IN FLORIDA

Refuses to Heed "Leave Town" Order and Is Placed In Jail

JACKSONVILLE, Fla. June 2.—Bennie Smith, organizer for the Brotherhood of Pullman Car Porters, was taken into police court here Thursday on a blanket charge, as a result of his activities in enlisting local porters in the Brotherhood. Municipal Judge J. J. Beckham ordered the case continued until Friday at the request of Franklin E. Cooper, district superintendent for the Pullman Company.

According to Smith, this is the second time he has been arrested by local detectives. The first arrest occurred last Thursday when he was ordered to leave town. Upon advice of his counsel, Decatur McGill, retained by the Brotherhood headquarters in New York, he failed to do so, and the second arrest followed. Smith said when he asked detectives the reason for his arrest he was told that didn't matter, but he said something was mumbled about "teaching social equality." He did not know who the arresting officers were and detective headquarters refused to give out any information. Smith says he will follow the advice of Attorney McGill and remain in Jacksonville. It is expected that McGill will employ white counsel to assist him, since no Negro attorney has been allowed to argue in a Florida court since the days of the carpet baggers.

Backed by local white men, who have been interested in his case, McGill will do everything possible to prevent interference with Smith by the police department. He says the Brotherhood has advised him to go as far as he deems necessary if Smith is again ordered to leave town, an injunction to restrain the police will be sought. McGill is directing Smith's case from his bed to which he is confined by illness.

There was no entry on police dockets of Smith's second arrest. He was held in jail, but no entry was made on the court ledger when his case was called. Smith was ordered to appear in court, which he did, and detectives took him to the bench. Judge Beckham obviously knew of the case since with no charge on the docket, and no explanation by detectives, he ruled on the postponement. However, he refused to discuss the matter.

PORTERS' UNION IS ENCOURAGED BY COLLIER'S

National Weekly Magazine in Editorial, Hits Pullman Wage System

CHICAGO.— Collier's Weekly, a national magazine with over a million circulation in the issue of July 30 under the caption of "The Ungreased Palm", carries the following significant editorial:

The Ungreased Palm

"One of our best and most permanent evils is tipping. Reformers are always conducting a campaign against it. These campaigns get nowhere because they attack the practice from the wrong end. The average man tips waiters, barbers, porters and others because he likes to pay his way and knows that in certain kinds of service custom orders a tip and employers reduce wages by the amount of the tips.

The Pullman Porters' Brotherhood has gone at the problem from the tipped end. According to their statement, their average wage is $72.50 for four hundred hours of work a month, and their tips average $58 a month. They have gone before the federal mediation board with a program that calls for a fatter pay envelope, shorter hours, and no tips.

Tipping itself is on offense to the code of American business ethics. It belongs in countries where begging is a recognized life calling, where petty bribery of government employees is a recognized channel of revenue, where class distinctions are sharp and oppressive, and where cultivated servility is an art. But the custom is rooted in the United States, and it will grow and thrive until the great army of the tipped rises in rebellion and creates and demands a right to straight pay."

A Philip Randolph, general organizer of the Brotherhood, said: "Here is one of America's most powerful weeklies boosting the Brotherhood of Sleeping Car Porters' fight for a living wage. This publication is carried on all Pullman observation cars. It comes at a time when the Brotherhood's case is being mediated by Honorable Edwin P. Morrow, of the United States Mediation board, at the Congress hotel, Chicago, Illinois with the Pullman company. It shows how widespread interest is now in the fight of the Pullman porters for constructive economic improvements in their wige and working rules."

MEDIATION BOARD INVESTIGATES BROTHERHOOD OF SLEEPING CAR PORTERS

New York—Former Governor E. P. Morrow of Kentucky, a member of the United States Board of Mediation, and W. F. Mitchell, statistician of the Board, have begun an investigation into the Brotherhood of Sleeping Car Porters in connection with the union's demand for increased wages, reduction of hours and modification of working conditions. They have been examining the Brotherhood's lists at national headquarters, 2511 Seventh Avenue, to determine whether the Brotherhood includes half of the sleeping car porters of the country. If they find that it does include more than half, the Board will be able to deal with the Brotherhood, under the Watson-Parker Act, as the representative of sleeping car porters in the wage negotiations.

The next phase of negotiations will be between the Board and the Pullman Company at Chicago.

Randolph to Confer With Pullman Officials

A. Philip Randolph, general organizer of the Brotherhood of Sleeping Car Porters, received a telegram from Edwin P. Morrow, member of the Board of Mediation, to leave for Chicago immediately to join a conference for the adjustment of the dispute between the Brotherhood of Sleeping Car Porters and the Pullman Company.

This action followed Randolph's trip to Washington, where he had a conference with the secretary of the Board of Mediation on the status of the case of the brotherhood, and also relative to the source of the newspaper misrepresentation that the brotherhood's case had been turned down.

In reply to the rumor about the board denying the wage petition of the brotherhood, Donald R. Richberg, attorney for the union and also for the twenty standard railroad unions, said "the board has no right or power to turn down the case of the porters. Its duty is to use its best efforts by meditation to bring about an agreement between the Brotherhood of Sleeping Car Porters and the Pullman Company." In the event that it fails to bring about such an agreement, it is then its duty to recommend arbitration.

YELLOW DOG HITS THE PULLMANS

FRANTIC efforts are now being made to insure the loyalty of Pullman Porters to the Plan of Employee Representation—or company union—which is owned, controlled and manipulated by the Pullman Company, although it is purported to belong to the employes. How it can belong to and represent the wishes of the Pullman porters when it is operated and controlled by their employer has always been a mystery of great depth. Alarmed, doubtless, by the flocking of the porters to their own union, the Brotherhood of Sleeping Car Porters (which is actually striving for the betterment of the porters and not of the company), those most interested in defeating the porters' union, are again using certain "loyal" porters as catspaws. These men are getting the signatures of all porters to a long pledge which is mainly a eulogy of the Pullman Company—that has been underpaying its porters ever since it began operating its sleeping cars, and an attack on the Brotherhood of Sleeping Car Porters and its alleged opposition to tips. Those who refuse to sign the pledge are being discharged from the service, which pretty surely indicates the real source of the pledge.

This "pledge of loyalty" is nothing new in the field of labor. Among those who are working for the real benefit of working men by increased wages, shorter hours and better working conditions, instead of by dubious "welfare" schemes that dull the intellect and hamper independence, this dodge is known as the Yellow Dog Contract. It is used by many employers of labor as a threat to keep working men from attempting to organize for their economic betterment in the same manner as bankers, lawyers, merchants and manufacturers. In this latest instance the pledge is being circulated by the loyal Pullman Porters' Club, a pseudonym for a group of company stoolpigeons. Obviously this "club" is in the pay of the Pullman Company since one Pullman superintendent is alleged to have appointed a man to take the porters' signatures and paid him $6 a day for his slavish services. This superintendent "fired" eight men who refused to sign the pledge and threatened to "fire" the rest unless they affixed their names. However, since the Brotherhood has obtained affidavits from the majority of the men swearing that they signed under duress, the entire effort to discredit the porters' union will come to naught.

Here is further evidence of the power of organization. Never in its history has the Pullman Company devoted as much attention to the affair of the porters as it has since they began to organize and get a civilized wage for their labor. Previously the Pullman Company was blissfully indifferent as to whether the porters were loyal or not. It did not matter to the company because the men were not organized. Now that they are together, the company frantically concerns itself with their loyalty, though saying nothing about their $72 monthly salary.

Characteristic of the company's methods to discredit the porters' bona fide union, is the implication on this "loyalty pledge" that the Brotherhood of Sleeping Car Porters is opposing the practice of tipping. Of course this is not true. The Brotherhood is merely fighting to keep the porters' livelihood from depending partially on the caprice of tipping. The Pullman conductors also receive tips from passengers (and much larger ones than porters are usually given), but they get in addition a living wage of $150 a month for doing less work than the porters. The porters through their Brotherhood are merely contending that the Pullman Company should pay them a decent, living wage, altogether devoid of calculation on such gratuities as passengers give.

It is indicative of the esteem in which the Pullman Company holds these Negro employes, that the Pullman conductors' union, consisting of a less essential and smaller group—but all white men—has been recognized by the company and had most of its disputes settled, while this same company attempts to assume ignorance of the existence of the much larger porters union—composed of black men, though it discharges men who belong to it, subsidizes propaganda against it, and even recently presented a brief against its contentions before the Interstate Commerce Commission. Having failed in every other way to prevent the porters from having their own organization, it now resorts to the notorious Yellow Dog contract, a relic of the feudal system.

The *Messenger* and Race Relations

CONSIDERABLE propaganda has appeared recently in the *Wall Street Journal* and a number of leading white newspapers to the effect that the MESSENGER and the editor, A. Philip Randolph, were advocating doctrines that were a menace to race relations.

It is quite interesting to note the sudden concern which the *Wall Street Journal* seems to manifest in better race relations. In referring to the Organizer of the Brotherhood of Sleeping Car Porters the charge is made that he advocates the superiority of the "new" Negro" over the white man. This is indeed diverting, it is the first time we can recall white men charging the Negro with claiming that he is "superior" to the white man. Contrary to the opinion that the MESSENGER is a menace to race relations it is perhaps one of the greatest constructive forces in America for the improvement of race relations. It is fundamentally concerned with the organizing of Negro workers into a Trade Union Movement which will eliminate race conflicts by getting rid of economic competition between black and white workers—one organized and one unorganized. Evidently the *Wall Street Journal* has been played upon by some agency seeking to prejudice public opinion against the movement to organize the Pullman porters. Nevertheless the unjustifiable and unsportsmanlike attack of the enemies of the Brotherhood of Sleeping Car Porters and the General Organizer has strengthened instead of weakening the Movement.

Black and White Workers

FROM the examination of the spirit and attitude of the white worker toward black workers it is quite evident that the solution of the Negro Problem lies not in the hands of the so-called good white friends of the Negro, but fundamentally in the hands of black and white labor. It is interesting to observe that whenever vicious and degrading propaganda against the Negro is sent out, it always finds lodgment in the capitalist press.

The recent attack on the Brotherhood of Sleeping Car Porters with a view of impressing public opinion with the idea that the General Organizer was opposed to everything generally derided because of its attitude toward the Negro, organized white labor can be depended upon to take a more rational and sound position on labor racial problems than the white capitalist of the north. The fact is, economic necessity compels them thus to view the social, economic racial relationship.

Editorials

(*Continued from page 280*)

under the sun from the government to the church, not a line of that propaganda appeared in the labor press. This shows the common sympathy, interest and bond between black and white wage earners. This is the only effective cooperation for the improvement of race relations which can be relied upon; for in this cooperation both parties are beneficiaries, neither depend upon the charity of the other, but both depend upon clear headed labor solidarity for common economic advancement. This is the only solvent key to our racial problem. Even in the south, which is

THE following editorial speaks volumes on the social problem of tipping and low wages. It is most significant since it appears in one of America's leading weeklies, *Collier's Weekly*, of July 30, which needs no further comment.

YELLOW DOG HITS THE PULLMANS

FRANTIC efforts are now being made to insure the loyalty of Pullman Porters to the Plan of Employee Representation—or company union—which is owned, controlled and manipulated by the Pullman Company, although it is purported to belong to the employes. How it can belong to and represent the wishes of the Pullman porters when it is operated and controlled by their employer has always been a mystery of great depth. Alarmed, doubtless, by the flocking of the porters to their own union, the Brotherhood of Sleeping Car Porters (which is actually striving for the betterment of the porters and not of the company), those most interested in defeating the porters' union, are again using certain "loyal" porters as catspaws. These men are getting the signatures of all porters to a long pledge which is mainly a eulogy of the Pullman Company—that has been underpaying its porters ever since it began operating its sleeping cars, and an attack on the Brotherhood of Sleeping Car Porters and its alleged opposition to tips. Those who refuse to sign the pledge are being discharged from the service, which pretty surely indicates the real source of the pledge.

This "pledge of loyalty" is nothing new in the field of labor. Among those who are working for the real benefit of working men by increased wages, shorter hours and better working conditions, instead of by dubious "welfare" schemes that dull the intellect and hamper independence, this dodge is known as the Yellow Dog Contract. It is used by many employers of labor as a threat to keep working men from attempting to organize for their economic betterment in the same manner as bankers, lawyers, merchants and manufacturers. In this latest instance the pledge is being circulated by the loyal Pullman Porters' Club, a pseudonym for a group of company stoolpigeons. Obviously this "club" is in the pay of the Pullman Company since one Pullman superintendent is alleged to have appointed a man to take the porters' signatures and paid him $6 a day for his slavish services. This superintendent "fired" eight men who refused to sign the pledge and threatened to "fire" the rest unless they affixed their names. However, since the Brotherhood has obtained affidavits from the majority of the men swearing that they signed under duress, the entire effort to discredit the porters' union will come to naught.

Here is further evidence of the power of organization. Never in its history has the Pullman Company devoted as much attention to the affair of the porters as it has since they began to organize and get a civilized wage for their labor. Previously the Pullman Company was blissfully indifferent as to whether the porters were loyal or not. It did not matter to the company because the men were not organized. Now that they are together, the company frantically concerns itself with their loyalty, though saying nothing about their $72 monthly salary.

Characteristic of the company's methods to discredit the porters' bona fide union, is the implication on this "loyalty pledge" that the Brotherhood of Sleeping Car Porters is opposing the practice of tipping. Of course this is not true. The Brotherhood is merely fighting to keep the porters' livelihood from depending partially on the caprice of tipping. The Pullman conductors also receive tips from passengers (and much larger ones than porters are usually given), but they get in addition a living wage of $150 a month for doing less work than the porters. The porters through their Brotherhood are merely contending that the Pullman Company should pay them a decent, living wage, altogether devoid of calculation on such gratuities as passengers give.

It is indicative of the esteem in which the Pullman Company holds these Negro employes, that the Pullman conductors' union, consisting of a less essential and smaller group—but all white men—has been recognized by the company and had most of its disputes settled, while this same company attempts to assume ignorance of the existence of the much larger porters' union—composed of black men, though it discharges men who belong to it, subsidizes propaganda against it, and even recently presented a brief against its contentions before the Interstate Commerce Commission. Having failed in every other way to prevent the porters from having their own organization, it now resorts to the notorious Yellow Dog contract, a relic of the feudal system.

CONSIDERABLE propaganda has appeared recently in the *Wall Street Journal* and a number of leading white newspapers to the effect that the MESSENGER and the editor, A. Philip Randolph, were advocating doctrines that were a menace to race relations.

The *Messenger* and Race Relations

It is quite interesting to note the sudden concern which the *Wall Street Journal* seems to manifest in better race relations. In referring to the Organizer of the Brotherhood of Sleeping Car Porters the charge is made that he advocates the superiority of the "new" Negro over the white man. This is indeed diverting, it is the first time we can recall white men charging the Negro with claiming that he is "superior" to the white man. Contrary to the opinion that the MESSENGER is a menace to race relations it is perhaps one of the greatest constructive forces in America for the improvement of race relations. It is fundamentally concerned with the organizing of Negro workers into a Trade Union Movement which will eliminate race conflicts by getting rid of economic competition between black and white workers—one organized and one unorganized. Evidently the *Wall Street Journal* has been played upon by some agency seeking to prejudice public opinion against the movement to organize the Pullman porters. Nevertheless the unjustifiable and unsportsmanlike attack of the enemies of the Brotherhood of Sleeping Car Porters and the General Organizer has strengthened instead of weakening the Movement.

FROM the examination of the spirit and attitude of the white worker toward black workers it is quite evident that the solution of the Negro Problem lies not in the hands of the so-called good white friends of the Negro, but fundamentally in the hands of black and white labor. It is interesting to observe that whenever vicious and degrading propaganda against the Negro is sent out, it always finds lodgment in the capitalist press.

Black and White Workers

The recent attack on the Brotherhood of Sleeping Car Porters with a view of impressing public opinion with the idea that the General Organizer was opposed to everything generally derided because of its attitude toward the Negro, organized white labor can be depended upon to take a more rational and sound position on labor racial problems than the white capitalist of the north. The fact is, economic necessity compels them thus to view the social, economic racial relationship.

THE following editorial speaks volumes on the social problem of tipping and low wages. It is most significant since it appears in one of America's leading weeklies, *Collier's Weekly*, of July 30, which needs no further comment.

Editorials

(*Continued from page 280*)

under the sun from the government to the church, not a line of that propaganda appeared in the labor press. This shows the common sympathy, interest and bond between black and white wage earners. This is the only effective cooperation for the improvement of race relations which can be relied upon; for in this cooperation both parties are beneficiaries, neither depend upon the charity of the other, but both depend upon clear headed labor solidarity for common economic advancement. This is the only solvent key to our racial problem. Even in the south, which is

The Pullman Porters Misfortune

We count the failure of the Pullman Porters' case before the Mediation Board of the Department of Labor as a distinct racial loss. Their just grievances and their countless causes for complaint had been faithfully and fully collected and codified by the Brotherhood Organization. The Pullman Porters embrace the rank and file of the colored men of the country. They represent the honest, plodding, progressive common folk of their race. They have been messengers of peace and good-will between the best Caucasians of the country and their own people. They have suffered the prejudices and the spleen of many mean and debouching Caucasians in order to earn a living by tips and not by wages. Their working conditions, their excessively long hours, their sleeping accommodations have been no more humane than the less than half living wages they have received. In short, if ever there was a cause of labor that was just and whose correction cried for cure, it was that of the Pullman Porters. We are almost persuaded to believe that their case would have been hopeless, however presented to the Mediation Board. The Pullman Company and the railroad interests of the country have pooled and will pool their millions against any independent organization of colored men within their ranks. They represent the sole reserve force in the case of strikes by white railroad men. The officials of the Mediation Board are bankers, big business men and members of the American Federation of Labor, who together and in common realize that the tighter they keep the reins upon the bad black horse, the better they can manage him.

The Brotherhood Organization, however, made the fatal mistake of not organizing exclusively within the ranks of the Pullman Porters. They are unfortunate further in having as their organizers at this crucial time former if not present active Socialist propagandists. We take nothing from the brillance or ability of these organizers in saying this. We simply state the fact as we did months ago that they furnish a club to the Pullman Company to use against the porters' cause. Their inclusion within the ranks of the Brotherhood Organization prevented that organization from being a hundred per cent. porter organization and therefore gave the Pullman Company a perfect technical case against the Brotherhood as not being a labor union. Had it been otherwise. the plea of the Brotherhood that the Pullman Company had coerced the majority of the porters into joining the Company organization might have prevailed.

We say these things as the friends of the porters. From their ranks have been recruited many of the successful and professional business men of the colored race in America. The porters themselves in a large majority own their own homes and have reared fine families. This constitutes a record which makes their cause the cause of every other honest colored man or woman. We regret their misfortunes and we cannot but believe that the hope and courage and co-operation which the Brotherhood organizers have instilled into them will profit their cause and better their lot in the days to come.

Brotherhood of Sleeping Car Porters Reviews Efforts To Adjust Matters With Pullman Co. Through Mediation

Grand Organizer Randolph Issues Lengthy and Exhaustive Statement, Saying Company Position Is Un-American, Undemocratic

Chicago, Ill.—The Brotherhood of Sleeping Car Porters and Maids, through its general organizer, A. Philip Randolph, has issued a lengthy review of its effort to secure, through medium of the United States Mediation Board, an adjustment of its relations with the Pullman Co., which include new working conditions and a recognition of the Brotherhood as a union organization in the negotiation of wage and working conditions.

It was told last week that Edwin P .Morrow, of Mediation Board, had announced that body's failure to settle the matters submitted by the Brotherhood, together with a refusal of the Pullman Co to agree, as did the porter's body, to submit the dispute to arbitration. In the review issued by Mr. Randolph he shows that the Mediation Board had the matter under consideration from July 11 to August 12, when Mr. Morrow notified all parties concerned that "my final required action .. .. .. has been unsuccessful.

Mr. Randolph particularizes the contentions of the Brotherhood, as submitted to the Mediation Board, and the opposing contentions of the Puman Co., as folows:

Gives the Contentions.

The Brotherhood contended "That it represented the Pullman porters and maids because it had a majority of the Pullman porters as members."

The Comany contended: "That the Employee Representation Plan represented the Pullman porters and maids, because 85 per cent of them had voted for the plan in the last election, November, 1926."

The Brotherhood replied: "That the porters and maids voted for the plan under intimidation, interference and coercion; it offered in evidence 100 affidavits, proving its contention."

The Company contended: "That it had a contract with its employees through the Employee Representation Plan or Company Union."

Says Contract Is Null.

The Broherhood charged that the contract referred to by the company was null and void because porters were coerced and intimidated. that they were not free agents; that the Employee Representation Plan had no lawful standing under the new Railway Labor Act since it is company organized and controlled, while the Railway Act provides that employees must have self-organization without coercion, influence or interference; that even if the employees have made a contract with the company they have a right to change that contract by giving due notice to company, and that the contract incudes a 30-day notice clause.

The company's refusal to arbitrate is based on their aserition that there is no dispute to be arbitrated, but Mr. Randoph asserts that if there was not dispute the Mediation would make that declaration, and that the fact that the suggestion for arbitration came from the board leaves the Pullman Co., without a basis for their assumption.

He cites the opinions of Alfred P. Thom and Donald R. Richberg counsels for the Association of Railway Executives and the Standard Railway Unions, that when mediation fails the disputing parties are morally bound to submit to arbitration. The Western Railway managers, in the Railway Trainmen's case, took the same position.

Is Company Above Law?

The failure of the Pullman Co. to agree to arbitration in this matter, following the suggestion of the Mediation Board, raises the question, says Mr. Randolph, as whether or not the corporation is above the law. He quotes Mr. Morrow's letter of August 9, telling of the failure of mediation, and asking as to the attitude of the contending parties to mediation. In a letter dated August 10, Mr. Randolph agreed to the arbitration suggestion, requesting that the Pullman Co. be urged to join wtih the Brotherhood in submitting the question.

On August 10 Mr. Morrow wrote the Pullman Co., making the arbitration suggestion, and conveying the information that the Brotherhood has already acceded to the proposition. To this, L. S. Hungerford, vice-president and general manager of the Pullman Co., replied at length, on August 12 quoting a previous letter to the Board of Me[illegible] under date of June 21, [illegible] the statement was made [illegible] an agreement between the comp[illegible] and its porters and maids fully meets all the requirements of the law, declaring that "both parties are maintaining and complying with its provisions."

Mr. Hungerford then declared that since this was the case there was no dispute and no situation requiring mediation, and that "because of the existence of the agreement referred to, the company cannot properly confer with the persons mentioned in your letter."

Un-American Position.

The letter of August 12 then reiterated Mr. Hungerford's contention that the agreement referred to "is in effect, is binding upon both parties, and it is being adhered to and maintained by both parties. It seems clear, therefore, that the company cannot properly depart from its provisions or adopt other

privilege to the porters [illegible]nt $72 per month; abolishing of
[illegible]ant discrimination," mean- the tipping system; 240 hour work
[illegible] the company takes the month as against nearly 400 hours
"that the porters have no on the 11,000 mileage basis; and
[illegible]e company is bound to recognition of the Brotherhood to
[illegible]ecapitulates the Brother- negotiate wage and working con-
[illegible] for a minimum ditions.
demand for a minimum
$150 as against the pres-

The Pullman Porters Misfortune

We count the failure of the Pullman Porters' case before the Mediation Board of the Department of Labor as a distinct racial loss. Their just grievances and their countless causes for complaint had been faithfully and fully collected and codified by the Brotherhood Organization. The Pullman Porters embrace the rank and file of the colored men of the country. They represent the honest, plodding, progressive common folk of their race. They have been messengers of peace and good-will between the best Caucasians of the country and their own people. They have suffered the prejudices and the spleen of many mean and debouching Caucasians in order to earn a living by tips and not by wages. Their working conditions, their excessively long hours, their sleeping accommodations have been no more humane than the less than half living wages they have received. In short, if ever there was a cause of labor that was just and whose correction cried for cure, it was that of the Pullman Porters. We are almost persuaded to believe that their case would have been hopeless, however presented to the Mediation Board. The Pullman Company and the railroad interests of the country have pooled and will pool their millions against any independent organization of colored men within their ranks. They represent the sole reserve force in the case of strikes by white railroad men. The officials of the Mediation Board are bankers, big business men and members of the American Federation of Labor, who together and in common realize that the tighter they keep the reins upon the bad black horse, the better they can manage him.

The Brotherhood Organization, however, made the fatal mistake of not organizing exclusively within the ranks of the Pullman Porters. They are unfortunate further in having as their organizers at this crucial time former if not present active Socialist propagandists. We take nothing from the brillance or ability of these organizers in saying this. We simply state the fact as we did months ago that they furnish a club to the Pullman Company to use against the porters' cause. Their inclusion within the ranks of the Brotherhood Organization prevented that organization from being a hundred per cent. porter organization and therefore gave the Pullman Company a perfect technical case against the Brotherhood as not being a labor union. Had it been otherwise, the plea of the Brotherhood that the Pullman Company had coerced the majority of the porters into joining the Company organization might have prevailed.

We say these things as the friends of the porters. From their ranks have been recruited many of the successful and professional business men of the colored race in America. The porters themselves in a large majority own their own homes and have reared fine families. This constitutes a record which makes their cause the cause of every other honest colored man or woman. We regret their misfortunes

We cannot but believe that the hope and courage and co-operation which the Brotherhood organizers have instilled into them will profit their cause and better their lot in the days to come.

Brotherhood of Sleeping Car Porters Reviews Efforts To Adjust Matters With Pullman Co. Through Mediation

Grand Organizer Randolph Issues Lengthy and Exhaustive Statement, Saying Company Position Is Un-American, Undemocratic

Chicago, Ill.—The Brotherhood of Sleeping Car Porters and Maids, through its general organizer, A. Philip Randolph, has issued a lengthy review of its effort to secure, through medium of the United States Mediation Board, an adjustment of its relations with the Pullman Co., which include new working conditions and a recognition of the Brotherhood as a union organization in the negotiation of wage and working conditions.

It was told last week that Edwin P .Morrow, of Mediation Board, had announced that body's failure to settle the matters submitted by the Brotherhood, together with a refusal of the Pullman Co to agree, as did the porter's body, to submit the dispute to arbitration. In the review issued by Mr. Randolph he shows that the Mediation Board had the matter under consideration from July 11 to August 12, when Mr. Morrow notified all parties concerned that "my final required action .. .. .. has been unsuccessful.

Mr. Randolph particularizes the contentions of the Brotherhood, as submitted to the Mediation Board, and the opposing contentions of the Puman Co., as folows:

Gives the Contentions.

The Brotherhood contended "That it represented the Pullman porters and maids because it had a majority of the Pullman porters as members."

The Comany contended: "That the Employee Representation Plan represented the Pullman porters and maids, because 85 per cent of them had voted for the plan in the last election, November, 1926."

The Brotherhood replied: "That the porters and maids voted for the plan under intimidation, interference and coercion; it offered in evidence 100 affidavits, proving its contention."

The Company contended: "That it had a contract with its employees through the Employee Representation Plan or Company Union."

Says Contract Is Null.

The Broherhood charged that the contract referred to by the company was null and void because porters were coerced and intimidated. that they were not free agents; that the Employee Representation Plan had no lawful standing under the new Railway Labor Act since it is company organized and controlled, while the Railway Act provides that employees must have self-organization without coercion, influence or interference; that even if the employees have made a contract with the company they have a right to change that contract by giving due notice to company, and that the contract incudes a 30-day notice clause.

The company's refusal to arbitrate is based on their aserition that there is no dispute to be arbitrated, but Mr. Randoph asserts that if there was not dispute the Mediation would make that declaration, and that the fact that the suggestion for arbitration came from the board leaves the Pullman Co., without a basis for their assumption.

He cites the opinions of Alfred P. Thom and Donald R. Richberg counsels for the Association of Railway Executives and the Standard Railway Unions, that when mediation fails the disputing parties are morally bound to submit to arbitration. The Western Railway managers, in the Railway Trainmen's case, took the same position.

Is Company Above Law?

The failure of the Pullman Co. to agree to arbitration in this matter, following the suggestion of the Mediation Board, raises the question, says Mr. Randolph, as whether or not the corporation is above the law. He quotes Mr. Morrow's letter of August 9, telling of the failure of mediation, and asking as to the attitude of the contending parties to mediation. In a letter dated August 10, Mr. Randolph agreed to the arbitration suggestion, requesting that the Pullman Co. be urged to join wtih the Brotherhood in submitting the question.

On August 10 Mr. Morrow wrote the Pullman Co., making the arbitration suggestion, and conveying the information that the Brotherhood has already acceded to the proposition. To this, L. S. Hungerford, vice-president and general manager of the Pullman Co., replied at length, on August 12, quoting a previous letter to the Board of Mediation under date of June 21, [illegible] the statement was made [illegible] an agreement between the company and its porters and maids fully meets all the requirements of the law, declaring that "both parties are maintaining and complying with its provisions."

Mr. Hungerford then declared that since this was the case there was no dispute and no situation requiring mediation, and that "because of the existence of the agreement referred to, the company cannot properly confer with the persons mentioned in your letter."

Un-American Position.

The letter of August 12 then reiterated Mr. Hungerford's contention that the agreement referred to "is in effect, is binding upon both parties, and it is being adhered to and maintained by both parties. It seems clear, therefore, that the company cannot properly depart from its provisions or adopt other

same privilege to the porters [illegible] per month; abolishing of "flagrant discrimination," meaning the tipping system; 240 hour work that the company takes the month as against nearly 400 hours ition "that the porters have no on the 11,000 mileage basis; and nts the company is bound to recognition of the Brotherhood to pect."

e recapitulates the Brotherhood to demand for a minimum negotiate wage and working conge of $150 as against the pres- ditions.

ican and undemocratic, ignoring the same ployees with its em- the law "enacted by Congress and a "flagrant methods of dealing which signed by President Coolidge," ing that are not in consonance with its committing "itself to the principle position term." of brute force."

Mr. Randolph declares the letters show the position taken by the fact that the Pullman Co. is the Pullman Co. to be "indefensible, untenable, definitely un-Amer- ductors, and calls its refusal of

Labor—1927

Brotherhood of Sleeping Car Porters

Unions, Strikes, etc.

Says It Is Time Race Workers Quit Enriching Others; Urges Porters Support Brotherhood

Charges Pullman Company Has Made Millions Off Porters' Tact With Public, But Has Miserly Underpaid Them.

BY J. A. ROGERS

PARIS, France, September 1.—Today, as in the days of slavery, the chief beneficiaries of color prejudice, and the various devices used for keeping the Negro "in his place" are the employers of labor.

Among the foremost of these beneficiaries is the Pullman Company, which in the past half century has profited to the tune of several hundred millions of dollars. And not only insofar as actual labor is concerned, but in the quality of the service rendered, for prior to the war the Pullman Company, and to some extent the dining car service, were the only places open, generally speaking, to the intelligent Negro with aspirations to an income above that of an ordinary porter or ditch-digger. The war has helped to open better employments to no small extent.

Courier

In the Pullman Company—I am speaking chiefly of the years 1909 to 1919, with which I am best acquainted—could be found men with the inherent ability to fill any position in the company from the presidency downwards, but because of color these were all thrust into the humble, but none the less very essential position (to the company) of porter. Among these were graduates of some of the leading universities, doctors, lawyers, ministers, holders of scientific degrees and others above the level of intelligence of white men in similar occupations. It is safe to say that no other kind of unskilled labor in America could and can show as high a grade of intellectual development as that of the Pullman porter. The kind of porter described in "From Superman to Man," (one of my books) I can assure readers, was not rare, nor is the story autobiographical. Time and again, I met men, who simply dazzled me with their learning, or with their ability to draw, play music, or speak languages. Repeatedly, has a porter, graduate of some leading medical college, given first aid to the injured at a wreck, or to a sick passenger. Many of these men, it is true, were merely earning enough to make a start in their chosen occupation, but a large proportion were staying permanently, mainly because there was no opening for them in the white business world, or because they lacked the spirit of daring and preferred the certain pay of $25 a month and tips, rather than venture out on their own initiative.

9-3-27

In the white world intellectual development and occupation usually go hand in hand. To find it otherwise is rare. An intelligent white man who enters almost any field will pretty soon find himself promoted, almost in spite of himself. To say that this is not true of a Negro, is to utter a fact so well-known that the mere calling attention to it, incites boredom. For instance, the case of the Pullman conductor. I met hundreds of conductors and while some of them were intelligent and temporarily out of a better job, the vast majority would have been street car conductors, elevator starters, grocery clerks and the like, out of the Pullman service. The duties of a Pullman conductor demands no higher training than that of an eighth grade school boy, and can easily be done by the average porter, many of whom, running on a train that carries a single sleeper, are in charge. Such porters do on that sleeper, all that is expected of the white conductor. The only qualification demanded of such a porter is a minimum of two years service, and a willingness to accept a little less than half the pay of the white conductor, who, in short, occupies the superior position, almost solely by virtue of complexion.

No matter in what walk of life you are, intelligence, trained or untrained, is a tremendous asset—an asset that outweighs all other factors—hence, the depreciation of intelligence, when its covering is a dark skin, has contributed enormously to the quality of service the Pullman service has been able to give the public, which efficiency, in turn, has poured unbelievable wealth into the Pullman coffers. Pullman dividends are one of the six highest today. Lincoln's son, Robert, was for a long period, head of the Pullman company; it is safe to say that whatever the Emancipator did for the Negro has been repaid, at least, to his son and the latter's company by members of the Negro group.

The Pullman Company goes to enormous expense in order to give good accomodation to the public, yet in the final analysis, it is the porter who is the medium through which that accomodation is handed to the public. Hence the porter really serves in a capacity on the train, second in importance only to that of the crew of the engine. In a certain aspect the porter is even more important than the latter, as he is in direct contact with the passenger, whose good-will is important to the Pullman Company. Good-will, it would be a truism to say, is the best promoter of business.

The detium of the long trip from New York to the Pacific Coast can be immensely relieved or heightened by the kind of porter one has, as perhaps every traveler knows. I have seen, again and again, the passengers on a car going to California, all like one happy, cheerful family, simply because of the example originally set by the porter. And I have seen the opposite, too, because the porter was a grouch and served as a wet blanket, a type, happily rare.

Intelligence, as was said, is one of life's greatest assets. But that rule does not always hold. The educated porter, then as now, soon discovers if he does not know it intuitively and he usually does, that the more he dissimulates and lives up to the traditional character of "George," the better for his exchequer. What good would it be to belong to a "superior" race, if an "inferior" showed as much intelligence as you? Is not man superior to monkey because of intellect and Nordic man to non-Nordic for the same reason? Catch any sane Nordic, or Negro for that matter, giving a "tip" to the destroyer of his pet theories. The simple formula for tip-getting is subserviency. More than once have porters lost a tip, after giving every other service, except that of laughing at some "nigger" joke.

As for myself when I had successfully placated the joke-teller, my diplomacy would sometimes fail, as there were other pit-falls. On one occasion while standing at a station in Iowa, a rooster from a nearby farm hopped near the train. A clever young New Yorker, on seeing it, at once caught me by the arm, and with the same degree of surprise as if the bird were a live pterodactyl, said:

"Hey, George, look! A chicken!"

Rising to the occasion I appeased the young fellow by registering as much surprise as if it were the first of its species I had ever seen. But I was soon to fall into another trap. A few minutes later while in the smoker resuming a conversation on English literature I had been having with a professor of that subject in a Western college, the young fellow walked in. After listening for a while, he tried repeatedly to swing the conversation back into the chicken and watermelon channel, evidently to save his face and from one of the friendliest passengers he finally became the most distant. And as to the tip rien du tout, as the French would say.

War, with government supervision of the railroads, brought a superficial change of conditions—superficial because while the porters got more wages it was also costing them more to live, and the passengers, on hearing of the increase, cut down the size of tips. Superficial, also, because the intelligent porter still fails to receive the proper recognition from the company. Both as to pay and hours of sleep there is a caste system, savoring of ante-bellum conditions, with the conductor, as the "white" overseer.

The Porter's Union

This article would be incomplete without mention of the effort being made by the more manly porters to remedy these injustices, and to get a living wage out of the immense profit that race prejudice has brought to the company. This effort, as is well known is The Brotherhood of Sleeping Car Porters, the Pullman Porters' Brotherhood, headed by A. Philip Randolph, who is assisted by an able and forward-thinking corps of men—incidentally Negroes—as I believe is to be found in any other American union today. Already, under the pressure of unionism, the Pullman Company has been making important concessions. It is further alleged that in its effort to defeat the Brotherhood, the Company has bought up the services of several Negro newspapers, whose names have been mentioned, and which have carried editorials favoring the company.

To those, who like myself, know and have felt Pullman conditions at their worst, the conduct of these newspapers seem positively heartless. I can recall, again and again, going from Chicago to California, a ride of 72 hours, running extra, with a full car, and absolutely no provision being made for my getting a minute's sleep, while the conductor, who sat around all day, turned in regularly around 2 a. m., if not earlier. I can recall being "cut out" many a time in some lone town in the Montana desert, getting the sum total of a dollar a day or being "bawled" out by some petty agent of the company, after I had made a "hit" with the passengers, simply because he wanted to show authority. These incidents, sooner or later, had happened to perhaps every porter. Such conditions have been bettered somewhat only by unionization. If white men have been forced to form unions to get justice from white men, how much more imperative is such a step on the part of Negroes!

In the light of past experiences it is difficult for me to view opposers of this union other than as enemies of the Negro group. It is difficult to think of them other than as spiritual descendants of those "good" Negroes who were appointed slave-drivers, and got a hand-out from "massa" for their share in adding to the miseries of their fellow sufferers.

It is true that the Pullman Company has served many as a stepping stone to better things, but it is difficult to see where any excessive gratitude is due. The question is: In employing colored men, which did the company love better itself or the men? Could it have gotten the same combination of intelligence, subserviency, and thankfulness for the job from white men, would or would not that have affected the color of the men employed, as in the case of the conductor?

I hold no brief for the Brotherhood as such, but I feel that I do for the Negro group, and it is about time it uses its intelligence to enrich itself first, and then others.

(Editor's Note: Mr. J. A. Rogers, who, from 1909 to 1919 was a Pullman Porter, and whose series of four articles on Paris has been broken by an attack of typhoid fever from which he is now suffering in the American Hospital of Paris, wrote this article in defense of the Pullman Porters, by special request of The Courier, when cruising in the Mediterranean from Gibraltar to Sicily. The Courier has three other articles from Mr. Rogers written from Italy which will be published during his inability to write, because of illness.

Next week Mr. Roy Lancaster, Secretary - Treasurer of the Brotherhood of Porters, will give a complete survey of the movement from its inception to the present, and will incidentally answer some pertinent questions that knockers have been asking Brotherhood men.)

A CAMPAIGN AGAINST TIPPING

An AP dispatch from Washington says that labor organizations most affected have begun determined campaigns against the public custom of tipping individual workers for services rendered. This information is brought out in the monthly review of labor conditions issued by the Department of Labor. The review includes a series of reports on the attitude of organized Pullman porters, teamsters and chauffeurs, hotel and restaurant employes and waiters and waitresses on this subject.

All of these organizations, according to the report, "feel that tipping systems detract from the independence of labor by instilling a servile spirit," and say that the custom prevents the establishment of a living wage.

Both of these contentions are sound. It goes against the grain of many workers to accept tips, even where tipping is the general custom, and the practice undoubtedly tends to instill a servile spirit, as these organizations say. And it is obvious that tipping makes against the establishment of a living wage. Economically, it is an unsound system.

There are, of course, two sides to the tipping question. Under conditions prevailing where tipping is widely practiced, it is necessary for workers in many lines to depend on tips for most of their income, and in some instances for all of it. It is said, in fact, that in some eating establishments in New York frequented by people of means and generosity waiters pay the proprietors for the privilege of working for them, so attractive are the tips. In many cafes in the larger cities waiters are paid absurdly low wages, and must depend on tips for their income.

While it is thus necessary under present conditions for workers in certain lines of employment to depend on tips, it would not be a difficult matter, if a determined effort were made, to change conditions so that those workers would earn a living wage without accepting them. This can be done best by a campaign such as that mentioned by the Department of Labor. The workers affected must bring about the change themselves. They will need the co-operation of employers, however, and this, we suspect, will be difficult to obtain in many instances, for the employers are the ones who are profiting by the tipping system. It is obvious that when one tips a waiter in a place where this system prevails he is in reality tipping the employer, and not the waiter. The cafe owner, knowing his waiters get a substantial income from tips, reduces their wages and gets by with it, for waiters are willing to work for almost nothing where they know tips are plentiful.

In the South, fortunately, tipping is not as generally practiced as in the East, and in the larger cities in other sections. In the Eastern cities, as everyone knows who has ever visited them, tipping is a considerable item of expense. Worse, it is a nuisance. Waiters and waitresses, taxi-drivers, barbers, porters, messenger boys, bellboys, elevator operators—these and workers in many other lines must be tipped for their services.

The chief result of the system is that the employers of these workers are enabled to reduce their overhead considerably at the expense of the public. We hope the labor organizations opposed to it get somewhere with their campaign.

ARBITRATION IS DEMANDED.

The refusal of the Pullman Company to arbitrate in the case of the Pullman porters has brought matters to a crisis in the affairs of the Brotherhood. As the case now stands, the representatives of the porters union claim that the United States Mediation Board recognized the organization and advised the Pullman company to arbitrate its demands. The company's refusal to do this has made it necessary to carry the case to the Emergency Board where it can be thoroughly investigated under the provisions of the Railway Labor Act.

In order to get a clear understanding of the position taken by the officers of the company, it is necessary to make a brief review of the various steps taken in the attempt at mediation, July 11 to August 9. These were succinctly set forth in a bulletin issued by A. Philip Randolph, general organizer of the union, as follows:

The Company contended:

That it represented the Pullman porters and maids because it had a majority of the Pullman porters as members.

The Brotherhood contended:

That the Employee Representation Plan represented the Pullman porters and maids, because 85 per cent of them had voted for the Plan in the last election November, 1926.

The Brotherhood replied:

That the porters and maids voted for the Plan under intimidation, interference and coercion, it offered in evidence 1,000 affidavits, proving its contention.

The Company contended:

That it had a contract with its employees through the Employee Representation Plan or Company Union.

The Brotherhood contended:

That said contract was null and void because it was signed under intimidation and coercion by alleged representatives of porters who were selected under intimidation and coercion by the Pullman Company.

This is sufficient to show that the present situation strongly resembles that of the subway employees, in the contention that a company union is inadequate to a full and free representation of the employees, because of the undue influence or coercion exercised by the company and its agents. The Age has maintained all through this controversy that the Pullman porters have the right to organize an independent union of their own, so that they may formulate their grievances and demands for better conditions of service, without being hampered by company dictation. Nothing in the proceedings so far has occurred to change this opinion which is supported by labor union sentiment on the subject of company unions.

This view of the matter is further fortified by the fact that other clauses of the Pullman employees, such as the conductors, maintain independent unions for the purpose of conducting collective bargaining with the employer. It is futile to assume that a company organization of employees could conduct any kind of effective bargaining where the employer completely controlled both parties to the transaction. The Pullman Company is now arbitrating a dispute with its conductors but flatly refuses to arbitrate the demands of the porters.

This arbitrary refusal to arbitrate woud seem to create such a serious situation as would call for action by the Emergency Board, which the Brotherhood now seeks to invoke.

BROTHERHOOD SLEEPING CAR PORTERS LOSE

U. S. Mediation Board Drops Case After Failing In Arbitration. Ex-Gov. Morrow Writes Opinion And Notifies Pullman Co. and Brotherhood of Its Findings

WASHINGTON, D. C., Aug. 15—(Special) The Brotherhood of Sleeping Car Porters, as represented by A. Philip Randolph, lost out here last week, when it failed to make a case before the United States Mediation Board.

Edwin P. Morrow, representing the Mediation Board, dismissed the case with the statement that the Board failed to bring about an arbitration between the parties involved.

In letters addressed to both the Pullman Company and to the Brotherhood, Mr. Morrow wrote:

Gentlemen:—

On Aug. 9 and 10 I advised you that my efforts to bring about an amicable adjustment through mediation of the controversy existing between you had been unsuccessful.

In compliance with the law, I endeavored through letters of said dates to induce both of you to submit your controversy to arbitration.

The Brotherhood of Sleeping Car Porters, on Aug. 10, signified in a letter to me its willingness and desire to submit the controversy to arbitration.

The Pullman company, in response to my letter of Aug. 10th requesting that it join the Brotherhood of Sleeping Car Porters in arbitration of the said controversy, advised me on Aug. 12 that its position in the matter was that no dispute existed, and therefore, there was no cause for arbitration.

You are, therefore, advised that my final required action to wit: to induce the parties hereto to submit their controversy to arbitration in accordance with the provision of the Railway Labor Act has been unsuccessful.

Copies of the official correspondence, i. e., my letters to the parties requesting arbitration and the response of both parties thereto, are made a part hereof. Yours,

EDWIN P. MORROW,
Member U. S. Board of Mediation

Labor—1927

Unions, Strikes, etc.,

Brotherhood of Sleeping Car Porters.

PRAISES PULLMAN CO.

ISAIAH ELLIOTT SAYS IT TREATS ITS COLORED WORKERS BETTER THAN ANY LARGE CORPORATION—DEPRECATES HOSTILE ATTITUDE OF RANDOLPH—REPLIES TO CROSSWAITH OF PORTERS' UNION—SAYS EMPLOYEES-CO. PLAN HAS IMPROVED CONDITIONS — GROWS SARCASTIC

Mr. Editor:—

The undersigned was the writer of an article entitled "Some of the reasons why a great many porters haven't allied themselves with Mr. Randolph and his "Brotherhood of Sleeping Car Porters," which appeared in the press May 21, and was further treated in the Boston Guardian, May 28.

In writing the article, it was not my purpose to enter into a controversy with anybody; however, an article, called a reply to mine, appeared in the press June 25, by a Mr. Crosswaith, who signs himself "Special Organizer Brotherhood Sleeping Car Porters." He discusses my article and asks many questions. Busily engaged with my program of trying to undo at least some of the damage already done by Mr. Randolph and his followers, I felt this work of far more importance than answering his questions; but now that I am well along with it, I have taken the time to give Mr. Crosswaith's article careful study, and am convinced that the cause I represent will be helped by an analysis of this so-called reply.

Mr. Crosswith claims that principles, honor and group progress are at stake, and that those who oppose the present movement are impeding the progress of the race. He goes on, —"Nobody wants to keep the Employee Representation Plan alive except the company and a few Negroes who are content to play a despicable role in the struggle of the Negro for power, culture and edducation." All the talk about "principles, honor and group progress" is a wonderful appeal to our vanity, but I do not agree with him, for, reversing the case, I believe there are hundreds of men against the Plan who are just as honest in their convictions as I am in mine, so I am pointing out a condition which faces us which I am quite sure these men have not realized, in the hope of having them get my viewpoint, for, once seeing it, I feel they will drop their opposition and enthusiastically co-operate with the Pullman Company. Instead then of crucifying those who disagree with us, let us give them the reason for the hope that is in us, or, in other words, the belief which actuates us.

No Quarrel with Company

I wish to do my bit to disabuse the public's mind of the belief that a majority of the porters have a quarrel with the Pullman Company, and are demanding this union, as claimed by Brotherhood promoters; and further to express my conviction that, whatever the extent of their grievances, (mind you, I am not saying they have none) it would be suicidal to organize under Randolph, for reasons already given.

Co. Plan Accepted by Whites

To organize, as advocated by Randolph, means that we turn down the Plan under which we are now working. What is the Plan, anyhow? asks someone, and how did the porters come to be working under it? The idea appears to have originated in the minds of some of the leading thinkers in this country who had the interests of the masses at heart, and had watched the struggle between capital on the one hand and labor unions on the other until they became weary of the conflict. Convinced that the interests of all concerned could be best conserved if both sides would agree to meet in conferences and endeavor to settle their differences among themselves without calling in outsiders until all other means had failed, the idea was conceived which crystallized into what is now known as the Employee Representation Plan. Experience has demonstrated that contact, as provided for in the Plan, tends to create more harmonious relations between men and management thru collective bargaining within their own ranks. The idea gained great momentum, and was very soon put into effect by many industries.

It works more satisfactorily as it becomes better understood. The Penn. R. R. for example, put it into effect in 1920, and thousands of cases have since been amicably settled thereby. Its vice president says—"We regard our Employee Representation Plan as a permanent institution in Pennsylvania Railroad affairs." Mr. Crosswaith calls the plan "the Pullman Company's war-baby." This war-baby, then, was inaugurated by the Pullman Co. first in its car works in Pullman, Illinois, and afterwards in the repair shops. The office and yard forces and the porters and maids then adopted this baby. He has grown in stature and is now a giant, and the livliest "dead one" imaginable, who, with his large family, may simply bowl us over if we stand in his way. Like the magician who keeps his eyes off the things he doesn't want his audience to see, Randolph has tried to make the porters believe they are about the only ones who have accepted the Plan, and those who "never have time to read," never will learn to think for themselves and will always remain blind. They won't have time, of course, to read this article.

Half Loaf Better Than No Bread

But if ever any group of workers needed the Plan, ours is that group. When it was put into effect among us, as I stated in my other article, we had no organization at all, and were drifting like a ship without a rudder. Having been refused admission on any terms we could honorably accept by labor organizations to which we applied, we apparently gave up the fight to perpetuate our union. Some one has said we should not have adopted the company's Plan, but should have offered the company a plan of our own. Perhaps we should have done the latter, but we didn't. We accepted what many thought was a half loaf because we had no bread at all. In some instances, working conditions were unbearable and wages all over were unreasonably low. That was the situation when the Plan came to us.

Under it, the policy of the company has undergone a radical change; a new era had set in, and at no time during the unrest stirred up by Randolph have I met a porter who was so unjust as not to admit that during the last six years his working conditions have not greatly improved, the only question is they think, that with a union, they could get more substantial results and get them more quickly. In the last six years, our contacts in the local offices in the north have become more pleasant and reassuring, and, I am told, the same can be said of the south in the majority of local offices there. I am not saying conditions had reached perfection, but for the information of persons who have advised us that we really need this union whether we want it or not, and who have made insinuations tending to minimize the importance of the consideration shown us by the Pullman Company, I will make this claim without fear of successful contradiction,—that no other craft of railroad workers of our race, organized or what not, and I say this without speaking disparagingly of some commendable work done by leaders of other crafts, have gained more in wages and in all around improved working conditions since the World War, than have we; and when it comes to promotions where not only common sense, but intelligence and executive ability besides are required, others simply have not been in the running at all. I believe all this has been voluntary by the Pullman Company; I mean promotions.

Charges Besmearing Co. Men

As to colored Pullman officials, Mr. Crosswaith courteously informs me if I desire to locate the reason for the "low esteem" in which they are held I must look elsewhere than to Randolph. Not so! A careful look at the 14 points, Randolph's platform, will show that it was his deliberate purpose, from the outset, to besmear the character of these men for the sole purpose of helping put over his movement. Says Mr. Crosswaith,—"The men promoted by the company were more or less active in the previous attempt of the porters to organze a union, and it is therefore a belief among porters that their present position is a reward for having betrayed the union's cause."

P. P. B. A. Beneficent

There was no such belief among porters until it was instilled into their minds by promoters of the Brotherhood, apparently as a means of destroying confidence in these men and so affecting the morale among the porters that the union might be more quickly established. We meet men who have come into the service years since the union's cause was supposed to have been betrayed who can al, and certainly only promoters of glibly tell about the so-called betray- the Brotherhood could have been interested in digging up a matter of that kind to tell them. The 14 points further show a deliberate purpose to discredit and possibly destroy the P. P. B. A., a purely benevolent organization, which for beneficial results to its members, is unsurpassed by any like organization in this country. A more complete plan of destruction of that which had been proven substantial and for the best interests of a class of working men and women, was never conceived of.

The 14 points reveal that Randolph's plans had been carefully thought out. He knew that, as a race, it has been charged and repeatedly shown, that we dislike to take orders from our own. We like to remind them of what they used to be, and to tell them they need not "get fresh" or we will show them where they "get off."

Here indeed then, was fertile ground in which to sow his seed of destruction, and that he reasoned well is evidenced by the fact that not a few porters became inoculated with a feeling of "low esteem" for colored Pullman officials. So then, sympatizers with Randolph in his wholesale and indiscriminate condemnation of colored officials would do well to take in consideration the above and also the following, when sitting in judgment on these men: Appointments by the company were in line with their usual procedure where those of the majority group are promoted; and also in keeping with precedents followed by business firms of every description. For example, if we look up the records in the cases of men in business houses in our own cities who have been promoted from the ranks, we shall find they were men whose former activities in some way aside from their regular routine work had attracted the attention of those in authority, and therefore when promotions were in order, they being the only ones known, their appointment was natural and inevitable. This, we believe, is visualizing what must have been the situation when colored men received their appointments, for I cannot see that they had anything to sell the company.

But perhaps no kind of reasoning will ever change the belief of some persons that our men actually sold out, betrayed the cause. Assuming that they sold out, it follows that they sold to those who had reason for not wanting us to organize. That's just the point, says the Brotherhood, they sold out to the company, for just so long as the company can keep us from organizing, they saye money by keeping us on the job. That may or may not be true; but if true, how do we reconcile it with the following:—

We complani, and are often filled with resentment when we think how those of other races get more pay than we for similar work and are usually required to do less. Evidence confirming this fact is all around about us. Do we not see daily that employers hire their own, rather than us, and at a larger salary than they wuold pay us? This, it would seem, is positive proof that THE SAVING OF MONEY IS NOT A CONSIDERATION AT ALL WHERE THE QUESTION IS WHETHER OUR RACE ARE TO BE EMPLOYED ON A GIVEN JOB OR NOT! Brother Crosswaith and others like him ought to think this ocer, and stop their shilly shallying.

Whenever the question of selling out arises, we ought to ask ourselves, What have we to sell? Our labor, exclaims someone! and I say, amen! but isn't that all, all we have to sell?

Since there is a motive for every action, the company, of course, had a motive, possibly several of them, for keeping us on the job. I do not claim to know what that motive was or is, but plainly, it could not have been nor cannot now be, a question of saving money, for if so, other corporations, for the same reason, ought to have us more abundantly.

Others Want the Job

It has occurred to some of us that the national reputation we had established at the close of the civil war of being the most faithful conscientious and efficient workers on the market, not prone to shirk duties but to render daily 100 percent service, has been a factor. Sentiment may also have played its part; but, whatever the reason, if we hope to

continue holding down this job we must be ever mindful that competitors to the tune of nearly 500 have already invaded the territory formerly occupied almost exclusively by us; they are striving to outstrip us, and remembering, govern ourselves accordingly, for I am not giving away any secret when I call attention to the fact that the largest hotel and restaurant owners in this country, with many heads of private families, have displaced us on the ground of our not being up with the times—not having familiarized ourselves with the latest modes in vogue. It seems clear that if our labor is all we have to sell, and that continues to become undesirable to those who have heretofore purchased it, we may soon be able to find no one who has any paying position to fill, willing to give us work, and this situation would render useless any kind of a union we might have.

So then we ought to seek to discover what has caused the Pullman company to continue to give us a monopoly of this position, for it might serve to help us win the favor of other employers who have heretofore steadfastly refused to give us an opportunity to work for them.

Randolph tried to destroy confi- officers are paid by the company, and officres are paid by the company, and porters do not control their own money. Both charges are untrue, but he says that porters are simple, dull fellows anyhow, and those who believe him prove his charges are true in their own cases at least. The P.P.B.A. in its present form was organized in 1920. Such supervision as the company has exercised over it, was on the specific request and insistence of its organizers. Those of us who know about the final outcome of former efforts of a similar nature among us, would not have the present arrangement changed. It is interesting to note that very large corporations encourage efforts of a humanitarian or benevolent character among their employes. It makes the employes feel that their employer is interested in their welfare; it fosters the sense of loyalty. Where work of this kind is carried on, it becomes absolutely necessary for employe leaders, or officials of the movement, to be frequently in and out of the office, which fact gives rise to the general impression that they have more or less influence with the management, a natural conclusion, and it may be true. However the feeling on both sides seems to be that employes who remain outside of such movements are usually the shiftless and indifferent kind, who, when overtaken by trouble of any kind, because they have refused to make provision for such a time, do not deserve equal consideration with the rest. Accordingly, we used to hear something like this, "If you want your case to get favorable consideration, you had better get in the P. P. B. A."

Condemned Honorable Porters

The foundation for the Association was laid about 12 years ago, and from the most reliable information obtainable, I am unable to find that, up to that time, any real attempt had been made by porters to organize. But the date of the birh of the association is not so essential as the object of its creation. I was not one of its founders, but became acquainted with most of them. They were men with established reputations as to being truthful and reliable. Their integrity was unquestioned; they were loved and respected by all. Therefore when Randolph started all his noise—all his discreditable accusations against them, those of us who knew the history of the association, paid no attention to him at all, just as those who knew the history of the Pullman Company in its relationship to our race, paid no attention to his charges against that company.

Brotherhood Official Member a Founder of P. P. B. A.

Now, then, we ask all who have believed the P. P. B. A. was organized to deceive us, to look thoughtfully on this picture:—The gentleman who is at present the most outstanding figure of the Brotherhood, next to Mr. Randolph, is not only now a member of the P. P. B. A. and is paying an excess rate to retain his membership, but was one of its founders; helped frame its constitution and affixed his signature thereto where it remained unto this day; moreover, up to the very day of his defeat for a position in that association for which he was a candidate had been one of its loudest boosters. If you can believe this gentleman spent six years of his life trying to deceive us by persuading us to join something he had gotten up for that specific purpose, then you will believe Randolph's charges about the association. With the above picture in mind, I said in my first article that the association was founded by men who were anxous to improve the condition of their co-workers, and was functioning long before Randolph's union was born, and I believe it will now be seen that my contention is handsomely sustained.

While defending the gentleman in question against the charge of his chief, we fear we cannot extricate him from his present embarrassing predicament, due, it seems, to his great disappointment at his failure of election to office in the association, followed in turn by his failure also to get an appointment from the company, so embittering him that he became irascible, and was seized with an uncontrolable desire for revenge. Of course the possibility of creating a few lucrative positions, through the functioning of a union, must not be lost sight of.

Porters Not Poverty-Stricken—Large Benefits

Mr. Crosswaith asks another: If in my opinion "the P. P. B. A. ever has or ever will serve to remedy the semi-slavery conditions under which porters and maids now eke out a miserable existence?" If he thinks porters and maids eke out such a miserable existence, he is either blind or going about with his eyes closed. He should consult business and professional men, also hotel and restaurant proprietors about this group of workers. He will find they are booked in "Class A," and their patronage is usually solicited, because their credit is good. No stronger testimony as to their ability to pay can be had, and it refutes Mr. Crosswaith's contention wholly, absolutely, finally. This is not to say that every porter is doing well, and that we are getting enough pay, but to check and discourage the hypocritical whining which disgusts those who know the truth and have all along used their kind offices in our behalf. We don't fool anybody, not even ourselves, by pretending to be worse or better off than we really are. Our actual status can be measured despite all we can do to stop it. Has the P. P. B. A. helped to remedy semi-slavery conditions? Admitting that at certain times there may be great financial distress among some of us, the reply is that 900,000 dollars in sick and death benefits having gone into the homes of porters' families during the last six years, could not but have helped remedy whatever degree of semi-slavery conditions which may have existed there. Money is a never failing panacea in such circumstances, anywhere, anytime, among any people. To use Mr. Crosswaith's own language, "everybody above the mentality of a moron knows that." Poor Acteon, destroyed by his own dogs!

Claims Misrepresentation

Just to give another and final example of how some Brotherhood promoters try to deceive the public: In an illustration to show how impossible it sometimes is for colored persons to take what they are entitled to by the law of the land when the powers that be object, I spoke of our segregated government employes at Washington. No honest person "above the mentality of a moron," could have misunderstood me. Yet Mr. Crosswaith erroneously interprets me as favoring segregation. But let no one think Mr. Crosswaith is nearly so stupid as his interpretation of my article makes him appear. He is merely carrying out the instructions of his chief, whose aim from the outset, proven by the false charges made in the 14 points, was to deceive.

I do not contend that making our organization into a union, after the customary method by which most unions now existing were effected, would mean a depreciation in service or disrespect for company officials, but organization under Randolph, whose first act was to open up a campaign of uncalled for vilification of the Pullman Company, has done that very thing. Once a porter read the 14 points, he could not possibly, from then henceforth, have other than disrespect for company officials, to say nothing about the ill feeling engendered against the company, and even though later taught to smother that feeling, it must needs crop out from time to time. Instances can be cited where men of the class for whose employ the company, until recently, always made special provision, fell down on the job to the extent that their services are no longer desired. Consultation with such men invariably led one to see that they had become inoculated with "The company is robbing you, and if it gives you anything you had better examine it," idea; as taught by Randolph and his followers. A wholly indifferent, "don't care" attitude naturally was the result.

In supporting Randalph, we endorse his charges, the majority of which we know to be untrue. To assume this attitude towards the company when it had but a few years previous put into operation the most liberal policy towards us in its history, if it did nothing more disastrous, would result in destroying the harmonious relations established by years of labor.

Hostility Not Wise

We are overcoming by peaceful means what we have felt were injustices practiced against us. Why inaugurate a campaign of outright antagonism? With no organized forces to finance us and no capital ourselves, could we hope to gain anything, when thousands of our own race are crowding the company's offices every day seeking employment?

At our next conference, judging by the two already held, an increase of wages to which we are entitled, and stand so much in need, undoubtedly will be forthcoming. It may even come voluntarily, without a conference.

Finally, everybody knows that in politics, the Negro has lost out. We are told on high authority, it was because we failed to stand by our friends who championed our cause. The Pullman Company, by all odds, represents that friend in the industrial world. Shall we say him, nay, when he is extending his hand to us as is no other employer of labor, saying,

Come, let us reason together?

ISAIAH ELLIOTT,
5 Woodbine St.

Labor - 1927
Unions, Strikes, etc.,

Brotherhood of Sleeping Car Porters.

THE BROTHERHOOD MOVES TO VICTORY

By A. PHILIP RANDOLPH
General Organizer

Through two eventful years one of the most heroic and historic fights ever waged in America has been waged against one of America's most powerful industrial monarchs, the Pullman Company, by black men, the heirs of former slaves.

In August 1925, a few brave, bold black men, undaunted and unafraid, fired by the vision of a brighter day of economic justice, hurled their organized hosts, in the sacred name of truth and righteousness against the Pullman Company's despotic Company Union, known as the Employees Representation Plan, which is Company organized, Company owned and Company controlled.

In the eyes of some people, the effort to organize the Pullman Porters appeared to be too herculean. Yes visionary "doubting Thomases" rushed forward to advise that it was impracticable, suicidal folly, impossible! "Porters can't be organized," shouted those who counselled "let well enough alone." But our answer is we have organized, yes, we have organized over 7,000 strong!

There were those who elected to oppose the Movement, some prominent men of color, hired their souls for Pullman gold to lie and deceive. In one of America's most sinister, sinful and sordid chapters of industrial crime, debauchery and deviltry, black men, alleged leaders, conscienceless, crooked and corrupt, seeking to redden their hands in the blood of their brothers for greed and gain, clutched the pulsing throats of innocent black babes with their filthy, murderous fingers of graft, to stifle their piteous cry for more bread, for more life, vouchsafed by the labor of their fathers. In pulpit and press, like mad dervishes howling for the blood of their victims, they hunted, hounded and harassed, libelled and slandered those militant men who stood their ground for the right of porters to organize and be men.

And who were these men? Who began this union? Contrary to the childish charge, they were not blacksmiths, carpenters, preachers, lawyers, anarchists, communists, nurses or doctors, but porters; not outsiders, but insiders—men in the Pullman service, running on the road. It is they who built, supported and maintained the Organization and made it possible for the Brotherhood to present the porters' case to the United States Mediation Board, in preliminary hearings, December 10th, and in subsequent hearings, July 11th, in the Congress Hotel, Chicago, Ill.

In those hearings, Hon. Edwin P. Morrow of the United States Mediation Board, determined whether the Brotherhood's case deserved investigation or not, or whether it was the idle vaporings of some irresponsible enthusiastists. In those hearings, the representatives of the Brotherhood presented the membership of the Union to establish its right to represent the porters and maids. In reply, the Company offered in evidence the results of the election under the Employees Representation Plan, wherein the Company contented that eighty-five per cent of the porters and maids had voted for the Plan.

Against the Company's claim, the Brotherhood offered 1000 affidavits to prove that the porters did not vote of their own free will, that they were not free agents, but voted under intimidation and coercion which the Brotherhood contended was a flagrant violation of the Railway Labor Act.

The Pullman Company also contented that it had a contract with its employees. The Brotherhood answered that the alleged contract was fraudulent, null and void, and could not be validated in a court of law, since it was made under duress, wherein there was not a valid meeting of minds of free agents, but that it could be compared to a contract signed on the dotted line by a man at the point of a revolver. In which instance, the man does not sign said contract because he wants to, but because he must in order to save his life. So the porter did not vote for the Plan because he wanted to, but because he felt that he had to in order to save his job. Such a contract will and ought to be broken so soon as the intimidated party to it receives the power to break it. The law no more recognizes the right of a man to be intimidated to sign away his rights than it recognizes the right of a man to sign away his life. Such a public policy would destroy the stability and security of property. Nor does the law recognize the right of a man to commit suicide, or to commit arson and burn down his house within an organized community, or to testify against himself. As a public agent, his acts must be regulated by the public's interests.

The contract claimed by the Company under the Plan was made by the Company with itself, which cannot hold under the law. A man cannot make a contract with himself, for such a contract would not constitute the required meetings of minds, but only the action of one mind. It would have no meaning or force in a court of law.

It is not difficult for any one to see that the Plan and its representatives are mere dummies set up by the Company to deceive the porters and delude the public. It is just like a little boy sitting on the knees of a ventriloquist. His mouth flies open and his head goes up and down making him appear to be speaking, but he is not speaking. The voice comes from the man upon whose knee the little boy sits. As the man pulls the string, the little boy's mouth flies open and his head goes up and down and a voice is heard. So it is with the representatives and welfare workers under the Plan. When the Pullman Company pulls the string, mouths fly open and their heads go up down, a voice is heard screaming to the porters to "let well enough alone," that they ought to be glad they are living, that they ought to apologize for being on the earth when they see a Pullman official coming, that they are getting all the wages they need, that they have bought too many radios, pianos, automobiles, not Fords either, too many fine clothes for their wives, anyhow. This is the voice of Jacob, but the hand of Esau.

In the preliminary hearings, it was obvious that the Company had no case. After these hearings, Mr. Morrow reported his findings to the Mediation Board, in the whole, and the case was filed as an I. C. case, that is, a case for further investigation.

On May 4th, 1927, Mr. Morrow and the Board's Statistician, W. C. Mitchell, came into the office of the Brotherhood in New York and spent four days investigating and examining the records, documents and finances of the Brotherhood.

A favorable report was made by the Board's Statistician on the Brotherhod. He reported that the records of the Brotherhood were some of the best he had ever had the privilege of examining. The Mediation Board determined that the Brotherhood was a bona-fide union and represented a majority of the porters and maids in the service.

On the 2d of July, the Universal News Service sent out a news release stating that the United States Mediation Board had turned down the porters' wage plea. This, of course, was false because the Board did not have that right. It was a deliberate lie engineered by the Company to injure the Brotherhood. The Brotherhood nailed this lie before it got cold and made the Universal News Service retract and the white papers which carried it.

On the 11th of July, a week following this slander against the Brotherhood, the United States Mediation Board started hearings on the case of the porters in the Congress Hotel, in Chicago. There the Company restated the same position it attempted to maintain in the preliminary hearings. The hearings lasted some four or five weeks. The Company would have prolonged them were it not for the fact that the representatives of the Brotherhood, M. P. Webster, Organizer of Chicago Division and the writer, insisted that Mr. Morrow inform the Company that since mediation had failed it must take some definite position on arbitration, forthwith.

Thereupon Mr. Morrow dispatched letters to the Pullman Company and the Brotherhood enquiring as to their wishes on the question of arbitration, urging and recommending that each party to the dispute arbitrate the case.

Needless to say, since the Brotherhood had forced the issue on arbitration, its representatives answered Mr. Morrow's letter the same day they received it. The Pullman Company informed Mr. Morrow that they wanted twenty-four hours in which to answer. At the end of the second twenty-four hours, the Company replied there was nothing to arbitrate, that they had a contract with their employees from which they could not depart. Here they were referring to the bogus contract which the Company had negotiated with itself or the Company Union, which is the same thing.

What is the significance of this? Just this. The counterfeit contract which two of the most prominent delegates to the last Company Union wage conference, Messrs. Bennie Smith of Omaha and Edwards of St. Louis, refused to sign, was used as a smoke screen to conceal the Company's insolent defiance of the Railway Labor Act by flatly refusing to arbitrate the dispute.

In an effort to evade and confuse the issue, Mr. L. S. Hungerford, Vice-President and General Manager of the Pullman Company, contended that there was no dispute. But, on the contrary, the United States Mediation Board said there was a dispute. Mr. Hungerford also said the porters didn't want any organization as shown by the fact that they tried to organize two or three times before and failed, as though this was any good reason why porters did not want to organize now. The Brotherhood representatives answered that that was no reason why the porters did not want organization now. Mr. Hungerford also contended that the porters wanted the Plan because they voted for it. Whereupon Mr. Morrow replied, "All right, Mr. Hungerford, if you think your position is correct, that your statements about the porters' wishes are true, why not present them to a board of arbitration. The United States Mediation Board will see to it that you get an honest, fair and responsible board which will confirm your position if you are right, and it will set you right if you are wrong." This was certainly a fair proposition, but the Company rejected it. Why?

There are several reasons. The Company knew that its case could not bear examination, that the Brotherhood surely would win and that several millions of dollars would be added to the payroll for the porters, that its notoriously unfair dealings with the porters would be exposed to the public.

The Company also felt that if it refused to arbitrate such action would demoralize the Union and shoot it to pieces, that the porters would throw up their hands in despair and refuse to go further. But, of course, the Company was wrong again.

In refusing to arbitrate the dispute, the Company was in the same position of a man with a phoney diamond. When he offered it for sale as a genuine diamond and the prospective buyer said that he wouldn't buy it until it was submitted to lapidary, an expert on stones, the seller said, "Oh no, if you won't buy it until I submit it to an expert on stones to determine whether it is a genuine diamond as I say it is, then I won't sell it"; or like the violinist who claimed that he was the finest violinist in the world, but when requested to play, refused, proving that his playing would stand anything but being heard; or a painter whose picture would stand anything but being seen. So the Pullman Company's alleged contract, its statements and claims about the wishes of the porters, will stand anything but being examined.

Thus, in order to avoid exposing the ness of its case, the Company said there dispute, like the African ostrich which its head in the sand and assumes there storm. But the Company's very denial that there is a dispute is a definite and clear admission that there is a dispute, for there is no occasion for the Company to deny that which has been affirmed by the Brotherhood unless there is a dispute. The Company nor the Brotherhood, where there is no dispute, would have a reason for denying or affirming anything presented by each other. When the affirmation of something provokes a denial, it presupposes, implies and indicates the existence of a dispute about a thing or person which has been the occasion of a difference of opinion, in other words, the existence of a dispute. For instance, the Brotherhood contended that it represented the porters and maids because it had a majority of the porters and maids as members. The Pullman Company denied it and affirmed that the Employees Representation Plan represented the men. Here you have affirmation and refutation, about what; the right of representation, which constitutes what; a dispute.

In reference to the right of the Plan to represent the men the Brotherhood's representatives pointed out that no porters had called on Mr. Morrow representing the Plan in reference to the Plan's right to represent the men. The Brotherhood's representatives told Mr. Morrow that he, Mr. Morrow, had talked to Mr. Hungerford, Vice-President and General Manager of the Pullman Company only on the question, and that Mr. Hungerford claimed that the porters wanted the Plan, but denied that the Company was the Plan or spoke for the Plan, although the Plan was not speaking. Mr. Morrow admitted that this was true. It was obvious that Mr. Hungerford spoke for both the Company and the Plan. But when pressed Mr. Hungerford denied that the Company was the Plan or that it controlled the Plan. No wonder the Company refused arbitration, because it knew that it could not play ventriloquist on the Brotherhood and impersonate the Plan and the Company at the same time. Of course, Mr. Hungerford could not afford to admit that he spoke for the Plan since he had already claimed that the porters had organized under the Plan and are naturally supposed to speak for themselves.

Although the Pulman Company refused to arbitrate, the Brotherhood and public opinion will force it to capitulate. Isn't it strange that the big, powerful Pullman Company was afraid to meet the Brotherhood, just two years old, in arbitration, to write a contract? White men, as a rule, are eager to get a group of Negroes in a room to write an agreement. That's how designing white capitalists have robbed them of hundreds of millions of dollars in property. They, the white men, have been able to inveigle Negroes into signing anything. The white men knew that the Negroes did not know what it was all about. But the Pullman Company took a different attitude toward the Brotherhood. The Company was afraid to meet the Brotherhood in conference or arbitration, realizing that the Brotherhood did know what it was all about. The Company didn't have sufficient faith in its brains and ability to trick the Brotherhood into writing an agreement for the benefit of the Company only. It's interesting to note that the Company is forever holding bogus wage conferences under the Plan composed of its hand-picked Uncle Toms who are conveniently juggled and manipulated at will to suit the Company's purposes. The Company Union delegates to wage conferences neither have the knowledge or the freedom and power necessary to write a sound and sensible contract. That is why the Company will hold conferences with them.

The Brotherhood won a victory when it forced the Company to take a position on arbitration. Although the Company agreed to the Watson-Parker Bill which planned that arbitration should automatically follow mediation in the event that mediation failed, it balked when the porters raised the question of arbitration. For when it agreed to arbitration in the Railway Labor Act, doubtless the Company never dreamed that some day that same ghost of arbitration would plague it in the form of a bona fide porters union demanding arbitration. By every principle, strategy and precedent of labor organization in the transportation industry, the fight between the Brotherhood and the Pullman Company should have ended when the case reached arbitration. Such has been the case with other railroad unions and carriers under the Railway Labor Act. But the Pullman Company violated the spirit and intent of the Act by attempting to hide behind a technicality; namely, its right to refuse to arbitrate, although it is now arbitrating the case with its Pullman conductors who are white. This is rank and indefensible discrimination.

The Brotherhood's program now is to create an emergency which will require the United States Mediation Board to recommend to the President of the United States that he appoint an Emergency Board to inquire into this whole dispute between the Brotherhood and the Pullman Company. Under the Railway Labor Act there are three stages through which a dispute between the employees and the carrier may go: one, mediation; two, arbitration; three, the Emergency Board. When a dispute is not settled by the first two stages then said dispute may be investigated by an Emergency Board if it has assumed the aspect of an emergency or a threat of interrupting interstate commerce. The law provides that the Emergency Board shall inquire into the dispute for thirty days and then report its findings, which are calculated to remove the emergency and prevent a probable interruption of interstate commerce.

Another angle of action the Brotherhood is adopting is the presentation of its case to the Interstate Commerce Commission, with a view to securing an investigation of the rates of the Pullman Company in relation to wages and working conditions. The Brotherhood's petition was answered by the Company and the answer of the Company has, in turn, been answered by the Brotherhood. The Company contended that the Interstate Commerce Commission has no jurisdiction since the Brotherhood seeks to raise wages, and that another arm of the Government, the Railway Labor Act, has been set up to handle such matters. Here the Company is in a dilemma because the Company seeks to hide behind the very Railway Labor Act which it notoriously defied and refused to abide by when it took the position of not accepting arbitration urged and recommended upon it by Mr. Edwin P. Morrow of the United States Mediation Board.

The Company is in utter confusion and uncertainty. At one time it defies the law and, when pressed to cover, seeks to hide behind that very law in order to avoid investigation by the Interstate Commerce Commission. Of course, the Pullman Company's answer is as unsound as it is insincere. The Brotherhood's answer has cut the ground from under the Company and exposed it naked to the public.

The Company is now conducting elections under the Employee Representation Plan. It is compelling the porters to vote in order to be able to say that the porters have voted for the Plan, the Company Union. It is threatening to pull porters off their line and even to fire them if they refuse to swallow the Plan with hook, line and sinker. It is also compelling porters to sign a petition under threat of firing them, to the effect that they, the porters, renounce the Brotherhood of Sleeping Car Porters and remain loyal to the Plan. A large number of the porters are refusing to sign these petitions and those who have signed are signing affidavits to the effect that they signed under intimidation and coercion to protect their jobs, but that they want the Brotherhod to represent them in the making of agreements on wages, rules and working conditions with the Pullman Company.

Despite the unlawful intimidation being practiced by the Company upon the porters in order to compel them, the porters, to act against their own interests, the porters are standing firm; they are paying their dues and assessments and in meetings from Coast to Coast have resolutely signified their intention to go to the limit with their fight to secure a living wage, better working conditions and manhood rights. The public has shown by the unanimous favorable reporting of the porters' case filed with the Interstate Commerce Commission in the Nation's press, dailies and weeklies, that it is on the side of the porters, for $72 a month in wages and 400 hours in work, under obviously unfair working conditions, and the dependence of porters, whose labor earned for the company over $20,000,000 in net profit in 1926, upon professional begging in the form of receiving tips for a living, would not be countenanced by an enlightened public.

Labor-1927

Unions, Strikes, etc.

California.

ANITA WHITNEY'S ARREST CAUSED BY CONTROVERSIES OVER PROPOSED DISCUSSION OF NEGRO PROBLEM

Californians Appeal To Governor For Pardon Of Prominent Philanthropists Convicted of Syndicalism

Oakland, Calif., June 10, (Pacific Coast News BZureau)—Charlotte Anita Whitney, prominent philanthropic social worker and school teacher, former head of the Associated Charities of Oakland, recently convicted of conspiracy to violate the California criminal syndicalism law, was arrested following a series of controversies over announcement of the Oakland Center, California Civic League, that she would discuss on their platform the "Negro Problem in the United States."

At the time of her arrest at Hotel Oakland, Anita Whitney, wealthy, cultured, a Wellesley graduate and active in civic matters, was also a figure in the Communist Labor Party of California and was said to be treasurer of the Labor Defense League of the I. W. W.

For eight years she was secretary of the Oakland Associated Charities and helped administer disaster relief following the 1906 earthquake castrophe By a strange fate, Miss Whitney will be sent to the penal quarters she fought to have replaced by new cells. It is the old woman's quarters at San Quentin.

Pardon Asked

A petition is being drawn up at the instigation of Miss Whitney's many friends, black and white, for presentation to Gov. Young, requesting the pardon of the popular social worker. In a strong editorial the Los Angeles Record states: "Old Father antic, the law, has played upon California one of his cruelest practical jokes.

"He has condemned to a felon s life Miss Anita Whitney, one of the States gentlest woman, for the crime of holding an anpopular opinion and helping to organize a political party within a democracy to embody such opinion. Arrested and tried under the reign of a repudiated reactionary and cowardly crew of Oakland politicians who hated her and her reforms, she faces a punishment and disgrace, which, apparently the courts are helping to forestall and which not one man or woman of good will in this State wishes to see imposed—The issue before Gov. Young is not one of politics—So it is with the cause of Miss Whitney's pardon. It is not demanded by labor, by the radicals, by the progressives. It is demanded by bankers, labor leaders, college professors, ministers, club women, newspapers of all political complexions, the plain folks—all who know Miss Whitney, her work and the circumstances that brought about her conviction."

ANITA WHITNEY'S ARREST CAUSED BY CONTROVERSIES OVER PROPOSED DISCUSSION OF NEGRO PROBLEM.

Californians Appeal to Governor For Pardon of Prominent Philanthropists Convicted of Syndicalism.

Oakland, Calif., June 13.—(Pacific Coast News Bureau)—Charlotte Anita Whitney, prominent philanthropic social worker and school teacher, former head of the Associated Charities of Oakland, recently convicted of conspiracy to violate the California criminal syndicalism law, was arrested following a series of controversies over announcement of the Oakland Center, California Civic League, that she would discuss on their platform the "Negro Problem in the United States."

At the time of her arrest at Hotel Oakland, Anita Whitney, wealthy, cultured, a Wellesley graduate and active in civic matters, was also a figure in the Communist Labor Party of California and was said to be treasurer of the Labor Defense League of the I. W. W.

For eight years she was secretary of the Oakland Associated Charities and helped administer disaster relief following the 1906 earthquake castrophe. By a strange fate, Miss Whitney will be sent to the penal quarters she fought to have replaced by new cells. It is the old woman's quarter at San Quentin.

Pardon Asked.

A petition is being drawn up at the instigation of Miss Whitney's many friends, black and white, for presentation to Gov. Young, requesting the pardon of the popular social worker. In a strong editorial the Los Angeles Record states: "Old Father antic, the law, has played upon California one of his cruelest practical jokes.

"He has condemned to a felon's life Miss Anita Whitney, one of the state's gentlest women, for the crime of holding an unpopular opinion and helping to organize a political party within a democracy to embody such opinion. Arrested and tried under the reign of a repudiated reactionary and cowardly crew of Oakland politicians who hated her and her reforms, she faces a punishment and disgrace, which, apparently the courts are helping to forestall and which not one man or woman of good will in this states wishes to see imposed. The issue before Gov. Young is not one of politics. So it is with the cause of Miss Whitney's pardon. It is not demanded by labor, by the radicals, by the progressives. It is demanded by bankers, labor leaders, college professors, ministers, club women, newspapers of all political complexions, the plain folks—all who know Miss Whitney, her work and the circumstances that brought about her conviction."

Labor-1927
Unions, Strikes, etc.,

The Colored Building Mechanics of Birmingham.

The Colored Building Mechanics
OF BIRMINGHAM, ALA.

"Prompt Service and Competency"—Our Motto

We have established for the public of Birmingham, a free Bureau of Information where persons seeking colored skilled mechanics can feel safe in placing jobs in their care and feel sure that the work will be carried out according to plans or otherwise.

No charge is made for this service by sending you the mechanics we only ask that you recommend our men to your friends.

The Following Mechanics Can Be Furnished

Architects, (Profession)	Painters, (House)
Brick Masons	Painters, (Sign)
Cabinet Workers	Plumbers
Carpenters	Paper Hangers
Electricians	Plasterers
Excavators	Pipe Fitters
General Contractors	Real Estate Firms
Hauling Contractors	Shoe Makers
House Movers	Stone Masons
Iron Workers	Transfers
Landscape Gardeners	Tailors
Lathers	Tile Setters
Mortar Makers	Watchmen

Estimates Furnished On All Grades of Work

Address

Colored Building Mechanics

P. O. Box 649 Birmingham, Ala.

Labor—1927

Unions, Strikes, etc,

D.C.

RACE LOSES A STAUNCH FRIEND

HON. HYWELL DAVIES OF CALIFORNIA AND KENTUCKY

Former Member of the Railway And Labor Board Passed Away in February

WASHINGTON D. C.,—In the death of Honorable Hywell Davies, of California, formerly of Kentucky and Washington, D. C., member of the Railway Labor Board, who departed this life on February 11th, Negro labor of America loses one of its staunchest friends. Like the late Terence V. Powderly, of Pennsylvania Mr. Davies' life was devoted to the welfare of American labor, and in his many activities he knew no lines of difference as between the workers of different races. Just a year or two ago, Mr. Daives, then a Commissioner of Conciliation in the U. S. Department of Labor, made an intensive study and report upon the conditions of labor confronting the coal miners of western Kentucky and eastern Tennessee, among whom there were thousands of Negro miners who were facing trying conditions due to the effects of a prolonged strike and the resultant conditions of hardship and poverty which followed in the wake of a long layoff. These men speak fondly of the deceased mediator and the sympathetic interest which he took in their cause.

Later, Mr. Davies was appointed by President Coolidge as a member of the Railway Mediation Board, and Negro labor viewed his appointment with high regard, for they knew that indeed they had a friend at court who would give responsive ear to their pleas. During the first few weeks of his incumbency as a member of the Railway Labor Board, Mediator Davies gave personal attention, informatively and otherwise, to petitions coming from several Negro labor organizations, pointing out to them the proper procedure and assuring them that the Mediation Board would give their petitions full hearing and all the relief which their cause justified. Not during the past decade has Negro labor lost any more true and tried friends than Commissioners Davies and Powderly, whose places, so far as the Race's interests are concerned, it will be difficult to fill.

NEGRO LABOR LOSES STAUNCH FRIEND

Washington, March. 4 (CPB)—In the death of Honorable Hywell Davis, of California, formerly of Kentucky and Washington, D. C., member of the Railway Labor Board, who departed this life on February 11th, Negro Labor of America loses one of its staunchest friends. Like the late Terence V. Powderly, of Pennsylvania, Mr. Davis life was devoted to the welfare of American labor, and in his many activities he knew no lines of difference as between the workers of different races. Just a year o two ago, Mr. Davis, then a Commissioner of Concilation in th U. S. Department of Labor, made an intensive study and report upon the condtions of labor confronting the coal miners of western Kentucky and eastern Tennessee, among whom there were thousands of Negro miners who were facing trying conditions due to the effect of a prolonged strike and the resultant condition of hardship and poverty which followed in the wake of a long lay off. These men speak fondly of the deceased mediator and the sympathetic interest which he took in their cause.

Later, Mr. Davis was appointed by President Coolidge as a member of the Railway Mediation Board and Negro labor viewed his appointment with high regard, for they knew that indeed they had a friend at court who would give responsve ear to their pleas. During the first few weeks of his incumbency as a member of the Railway Labor Board, Mediator Davies gave personal attention, informatively and otherwise, to petitions coming from several Negro labor organizations, pointing out to them that proper procedure assuring them that the Mediation Board would give their petitions full hearings and and all the relief which their cause justifid. Not during the past decade has Negro labor lost any more true and tried friends than Commissioners Davies and Powdely, whose places, so far as the Race's interest are concerned, it will be difficult to fill.

Labor - 1927
Unions, Strikes, etc.

Florida.

BENNIE SMITH is an organizer for the Brotherhood of Pullman Porters. Until recently he was making his headquarters at Jacksonville, Florida. Life went smoothly for Smith until he was recognized by a Pullman official named Webb connected, appropriately enough, with the company's welfare work in behalf of safety. Then things began to happen. Various porters were cross-examined about this organizer. One porter brought him a warning from the company's district superintendent—so he said—to leave town. Mr. Smith stuck. On May 18 two detectives ordered him to appear the next day in court charged with the crime of selling the *Messenger*, a Negro magazine, now the organ of the Brotherhood, which they said the white folks didn't like. The detectives served no warrant and on legal advice the organizer did not appear. Instead he sought to get an interview with the police judge to explain his errand and get protection. The judge said he had no sympathy with him. Other porters brought more urgent warnings. His very life, they said, was in peril. Still Mr. Smith stuck. On May 26 he was arrested on a blanket charge. Newspaper dispatches said that District Superintendent Cooper would appear against him. Again he was offered a chance to leave town. This time on orders from his national organization he left. The Brotherhood chiefs explained that they wanted to take no chance on another Jacksonville lynching. Thus Florida does her bit to save from the impious hands of a Negro labor organization those sacred institutions, white supremacy and Pullman profits.

AS readers of the New Republic are aware, the Pullman porters and maids have formed a union, in the effort to ameliorate the hard conditions, as to both wages and hours, under which they operate. How this effort is being fought is illustrated by an incident which took place in Jacksonville, Florida, last week. An organizer, whose only crimes were his effort to recruit members for the union, and his distributing copies of The Messenger, its official organ, was haled into court and ordered to leave town. We should be much interested if someone in Jacksonville could answer several questions for us. Is it a crime to attempt to organize a union in that city? Would similar treatment have been meted out if all the individuals concerned had been white men? And what relation does the Pullman Company bear to the city administration?

N. Y. WORLD

MAY 27 1927

CAR PORTERS' AGENT HARRIED IN FLORIDA

Jacksonville Police Try to Drive Out Negro Organizer of Pullman Employees

Special Despatch to The World

JACKSONVILLE, Fla., May 26.—Bennie Smith, Negro organizer for the Brotherhood of Pullman Porters, was taken into Police Court here this morning on a blanket charge as a result of his activities in enlisting local porters in the Brotherhood. Municipal Judge J. J. Beckham ordered the case continued until to-morrow at the request of Franklin E. Cooper, District Superintendent for the Pullman Company.

According to Smith, this is the second time he has been arrested by local detectives. The first arrest occurred last Thursday, when he was ordered to leave town. Upon advice of his counsel, S. Decatur McGill, retained by the brotherhood headquarters in New York, he failed to do so, and the second arrest followed.

Backed by local white men, who have been interested in the case, McGill will do everything possible to prevent interference with Smith by the Police Department. He says the brotherhood has advised him to go as far as he deems necessary. If Smith again is ordered to leave town an injunction to restrain the police will be sought. McGill is directing Smith's case from his bed, to which he is confined by illness.

NEW YORK JOURNAL

MAY 28 1927

PORTERS' AGENT FREED, LEAVES

JACKSONVILLE, May 28.—Bennie Smith, negro organizer for the Sleeping Car Porters of America, left on orders from A. Philip Randolph, of New York, general organizer of the order, and his case was automatically nolle prossed in Municipal Court.

Smith had been taken to Police Headquarters twice for his acivity in organizing local porters. The first time he was ordered to leave town, and when he refused to do so he was taken in again.

Detective headquarters announced today that since Smith had left town interest in the case was ended. Smith, however, before leaving, told S. Decatur McGill, the attorney engaged to defend him, he probably would return.

A. Philip Randolph, of No. 2311 Seventh avenue, when told today of Smith's departure from Jacksonville, said that the organizer would be sent back, and that it was the intention of the organization to back him in every way.

Try to Run Negro Organizer Out of Jacksonville, Fla.

(By Federated Press)

Ben Smith is a union organizer in Jacksonville, Fla., and his skin is dark. For these two offenses the police are trying to run him out of town. Roy Lancaster, secretary of the Brotherhood of Sleeping Car Porters tells the story:

"Ben Smith is one of our best organizers. A year ago he was one of the two lone delegates to the Pullman company union convention who refused to sign a bad wage agreement. Last December they fired him on another pretext and the union put him to work.

"Smith was lining the porters into the union at Jacksonville for three weeks before the company found out. And then the police tried to get out of town. Ben stood on his rights, and asked why:

Two-Thirds Organized.

"'You are connected with the Messenger magazine,' the cops said, 'and we folks here regard that paper as an insult.'

"The Messenger is a reputable labor magazine, and is the organ of our brotherhood. Smith has the right to live in Jacksonville and organize the colored workers. The union is standing behind him. The American Civil Liberties Union is cooperating with us in defending him."

Lancaster said the Pullman Co. is doing everything in its power against the union pending the report of Edwin Morrow, the federal mediator, who is passing on the claims of the Brotherhood to represent the workers, as against the claims of the company's union. The union, says Lancaster, already has two-thirds of the porters enrolled, and if it can keep that percentage the company union can have no possible case against it.

Labor 1927 General

Unions Strikes etc.

WOULD TEACH OUR RACE SEAMANSHIP

Captain Dean Here on Lecture Tour

By EVANGELINE ROBERTS

Captain Harry Dean, founder of the Habashi Nautical school, Alameda, Cal., has "butted his way through the hawse hole, without assistance." Those are his words, which, in the vernacular of the sea, mean that he has made his way up from a 12-year-old apprentice to an authority on deep sea science and art. For Captain Dean has sailed the seven seas for 50 years, and to him the farthermost nooks and crannies of the earth are just other places.

He comes of a line of maritime people, none of whom were ever slaves. This he attributes to the fact that they spent their lives upon the water. That is the secret of human progress, he asserts, and the foundation of the slave code which was "never let a Negro set on salt water."

Captain Dean's vision encompasses a point of view which has not come up for much discussion among our people. It is for a better understanding of the power of the sea and the laws of navigation. In this knowledge lies the redemption of the Race. For "seafaring people," he declares, "make and break nations."

Denies Race Problem

Interpreting the so-called race problem as rather a problem of status, the hoary-haired, keen-eyed seaman would attack it from this angle:

"Put the Negro in the class with the Japanese, who make a study of sea craft. This would accordingly place him under benefit of international convention." He holds that with 50 patriotic, scientific sea captains operating 50 ships, a culture and financial standing would result which would place us in the front rank. For as soon as our people are given access to the sea, which opportunity they have been denied for centuries, they will develop a new psychology.

As he puts it, his 'life's dynamo" is the rehabilitation of Africa, which continent he has circumnavigated 18 times, crossed three times, traversed from north to south once. He declares that there has not been one authentic book written on Africa and authorities say he probably knows more about that country than any living man. Its people are the greatest and grandest on earth, he says.

An altogether new side of the situation will be discussed in his memoirs, which he hopes soon to release in book form. Another prediction he makes with all earnestness is that Africa will experience a renaissance within the next decade.

In the regenerative effort which has become an obsession, he sees a tangible means of accomplishment by the establishment of maritime communication and trade (a direct line of steamships) between Liberia and the United States. This will aid in the organization of African people and will bring them in closer touch with civilization. Ths does not mean in any sense a "back to Africa" movement.

For Maritime Education

He is working on the project of launching an oil burning double-deck liner (passenger and freight) which will open up avenues to thousands. In this scheme, with his partners, he has equity amounting to more than $155,000. The approximate cost will be $180,000. This boat will be used in the maritime education also. Nautical schools will make a marked contribution to the cultural and material usefulness of the young men who acquire such novel training.

The Habashi school has been incorporated four years, and only students with first class bodies, minds and high ideals are accepted. There is a branch school at Harper, Liberia, and a large correspondence business.

The aim is to produce merchants, as we have not one that would rate as such by England. Nor do we know much about admirality law.

There are nautical schools all over the country for whites, from which we are barred, although the first one in the world was established at Sagrass, Portugal, where Prince Henry, the navigator, bribed the Africans to teach the arts and sciences of the sea, Captain Dean related as a bit of history.

In the interest of his school, which is the first and only one admitting our people established in America, as well as to create interest in his scheme, Captain Dean has come to Chicago, where he lived at one time and where he is classed as an old-timer. He may be located at 4621 Indiana Ave.

ORTERS GET INSIDE DATA ON WAGE TILT

Organizer of Union Outlines Fight

By A. PHILIP RANDOLPH
General Organizer

Through two eventful years one of the most heroic and historic fights ever waged in America has been waged against one of America's most powerful industrial monarchs, the Pullman company, by black men, the heirs of former slaves.

In August, 1925, a few brave, bold black men, undaunted and unafraid, fired by the vision of a brighter day of economic justice, hurled their organized hosts in the sacred name of truth and righteousness against the Pullman company's despotic company union, known as the employees' representation plan, which is company organized, company owned and company controlled.

Called "Impossible"

In the eyes of some people the effort to organize the Pullman porters appeared to be too herculean, yes, visionary. "Doubting Thomases" rushed forward to advise that it was impracticable, suicidal folly, impossible! "Porters can't be organized," shouted those who counseled. "Let well enough alone." But our answer, we have organized; yes, we have organized, over seven thousand strong.

There were those who elected to oppose the movement. Some prominent men of Color sired their souls for Pullman gold to lie and decieve. In one of America's most sinister, sinful and sordid chapters of industrial crime, debauchery and deviltry, black men, alleged leaders, conscienceless, crooked and corrupt, seeking to redden their hands in the blood of their brothers for greed and gain, clutched the pulsing throats of innocent black babes with their filthy, murderous fingers of graft, to stifle their piteous cry for more bread, for more life, vouchsafed by the labor of their fathers. In pulpit and press, like mad dervishes howling for the blood of their victims, they hunted, hounded and harassed, libeled and slandered those militant men who stood their ground for the right of porters to organize and be men.

Form Brotherhood

And who were these men? Who began this union? Contrary to the childish charge, they were not blacksmiths, carpenters, preachers, lawyers, anarchists, communists, nurses or doctors, but porters; not outsiders, but insiders—men in the Pullman service, running on the road. It is they who built, supported and maintained the organization and made it possible for the brotherhood to present the porters' case to the United States mediation board in preliminary hearings Dec. 10 and in subsequent hearings July 11 in the Congress hotel, Chicago, Ill.

In those hearings Hon. Edwin P. Morrow of the United State mediation board determined whether the brotherhood's case deserved investigation or not, or whether it was the idle vaporings of some irresponsible enthusiasts. In those hearings the representatives of the brotherhood presented the membership of the union to establish its right to represent the porters and maids. In reply the company offered in evidence the results of the election under the employees' representation plan, wherein the company contended that 85 per cent of the porters and maids had voted for the plan.

Against the company's claim, the brotherhood offered 1,000 affidavits to prove that the porters did not vote of their own free will, that they were not free agents, but voted under intimidation and coercion, which the brotherhood contended was a flagrant violation of the railway labor act.

The Pullman company also contended that it had a contract with its employees. The brotherhood answered that the alleged contract was fraudulent, null and void, and could not be validated in a court of law, since it was made under duress, wherein there was not a valid meeting of minds of free agents, but that it could be compared to a contract signed on the dotted line by a man at the point of a revolver. In which instance the man does not sign said contract because he wants to, but because he must in order to save his life. So the porter did not vote for the plan because he wanted to, but because he felt that he had to in order to save his job. Such a contract will and ought to be broken as soon as the intimidated party to it receives the power to break it. The law no more recognizes the right of a man to be intimidated to sign away his rights than it recognizes the right of a man to sign away his life. Such a public policy would destroy the stability and security of property. Nor does the law recognize the right of a man to commit suicide, or to commit arson and burn down his house within an organized community, or to testify against himself. As a public agent his acts must be regulated by the public's interests.

The contract claimed by the company under the plan was made by the company with itself, which cannot hold under the law. A man cannot make a contract with himself, for such a contract would not constitute the required meetings of minds, but only the action of one mind. It would have no meaning or force in a court of law.

Exposes Plan

It is not difficult for anyone to see that the plan and its representatives are mere dummies set up by the company to deceive the porters and delude the public. It is just like a little figure of a boy sitting on the knee of a ventriloquist. His mouth flies open and his head goes up and down, making him appear to be speaking, but he is not speaking. The voice comes from the man upon whose knee the little boy sits. As the man pulls the string the little boy's mouth flies open and his head goes up and down and a voice is heard. So it is with the representatives and welfare workers under the plan. When Pullman company pulls the string their mouths fly open and their heads go up and down, a voice is heard screaming to the porters to let well enough alone, that they ought to be glad they are living, that they ought to apologize for being on the earth when they see a Pullman official coming, that they are getting all the wages they need, that they have bought too many radios, pianos, automobiles (not Fords either) too many fine clothes for their wives, anyhow. This is the voice of Jacob, but the hand of Esau.

In the preliminary hearings it was obvious that the company had no case. After these hearings Mr. Morrow reported his findings to the mediation board in the whole and the case was filed as an I. C. case; that is, a case for further investigation.

On May 4, 1927, Mr. Morrow and the board's statistician, W. C. Mitchell, came into the office of the brotherhood in New York and spent four days investigating and examining the records, documents and finances of the brotherhood.

A favorable report was made by the board's statistician on the brotherhood. He reported that the records of the brotherhood were some of the best he had ever had the privilege of examining. The mediation board determined that the brotherhood was a bona fide union and represented a majority of the porters and maids in the service.

On July 2, the Universal News Service sent out a news release stating that the United States mediation board had turned down the porters' wage plea. This, of course, was false because the board did not have that right. It was a deliberate lie engineered by the company to injure the brotherhood. The brotherhood nailed this lie before it got cold and made the Universal News Service retract, also the white papers which carried it.

On July 11, a week following this slander against the brotherhood, the United States mediation board strated hearing on the case of the porters in the Congress hotel in Chicago. There the company restated the same position it attempted to maintain in the preliminary hearings. The hearings lasted some four or five weeks. The company would have prolonged them were it not for the fact that the representatives of the brotherhood, M. P. Webster, organizer of Chicago division and the writer, insisted that Mr. Morrow inform the company that since mediation had failed it must take some definite position on arbitration, forthwith.

Thereupon Mr. Morrow dispatched letters to the Pullman company and the brotherhood inquiring as to their wishes on the question of arbitration, urging and recommending that each party to the dispute, arbitrate the case.

Needles, to say, since the brotherhood had forced the issue on arbitration, its representatives answered Mr. Morrow's letter the same day they received it. The Pullman company informed Mr. Morrow that they wanted 24 hours in which to answer.

At the end of the second 24 hour the company replied there was nothing to arbitrate, that they had a contract with their employees from which they could not depart. Here they were referring to the bogus contract which the company had negotiated with itself or the company union, which is the same thing.

Smoke Screen Contract

What is the significance of this? Just this. The counterfeit contract which two of the most prominent delegates to the last company union wage conference, Messrs. Bennie Smith of Omaha and Edwards of St Louis, refused to sign, was used as a smoke screen to conceal the company's insolent defiance of the Railway Labor Act, by flatly refusing to arbitrate the dispute.

In an effort to evade and confuse the issue, L. S. Hungerford, vice president and general manager of the Pullman company, contended that there was no dispute. But, on the contrary, the United States mediation board said there was a dispute. Mr. Hungerford also said the porters didn't want any organization as shown by the fact that they tried to organize two or three times before and failed, as though this was any good reason why porters did not want to organize now.

The brotherhood's representatives answered that that was no reason why the porters did not want organization now. Mr. Hungerford also contended that the porters wanted the plan because they voted for it. Whereupon Mr. Morrow replied, "All right, Mr. Hungerford, if you think your position is correct, that your statements about the porters wishes are true, why not present them to a board of arbitration. The United States mediation board will see to it that you get an honest, fair and responsible board which will confirm your position if you are right, and it will set you right if you are wrong." This was certainly a fair proposition, but the company rejected it. Why?

There are several reasons. The company knew that its case would not bear examination, that the brotherhood surely would win and that several millions of dollars would be added to the pay roll for the porters, that its notoriously unfair dealings with the porters would be exposed to the public. The company also felt that if it refused to arbitrate such action would demoralize the union and shoot it to pieces, that the porters would throw up their hands in dispair and refuse to go further. But, of course, the company was wrong again.

In refusing to arbitrate the dispute, the company was in the same posittion as a man with a phony diamond. When he offered it for sale as a genuine diamond and the prospective buyer said that he wouldn't buy it until it was submitted to a lapidary, an expert on stones, the seller said, oh no, if you won't buy it until I submit it to an expert on stones to determine whether it is a genuine diamond as I say it is, then I won't sell it; or like the violinist who claimed that he was the finest violinist in the world, but when requested to play, refused, proving that his playing would stand anything but being heard; or a painter whose picture would stand anything but being seen. So the Pullman company's alleged contract, its statements and claims about the wishes of the porters, will stand anything but being examined.

Fear Exposure

Thus, in order to avoid exposing the weakness of its case, the company said there is no dispute, like the African ostrich which buries its head in the sand and assumes there is no storm. But the company's very denial that there is a dispute is a definite and clear admission that there is a dispute, for there is no occasion for the company to deny that which has not been affirmed by the brotherhood unless there is a dispute. The company nor the brotherhood, where there is no dispute, would have a reason for denying or affirming anything presented by each other. When the affirmation of something provokes a denial, it presupposes, implies and indicates the existence of a dispute about a thing or person which has been the occasion of a difference of opinion, in other words, the existence of a dispute.

In reference to the right of the plan to represent the men the brotherhood's representatives pointed out that no porters had called on Mr. Morrow representing the plan in reference to the plan's rgiht to represent the men. The brotherhood's representatives told Mr. Morrow that he, Mr. Morrow, had talked to Mr. Hungerford, vice president and general manager of the Pullman company only on the question, and that Mr. Hungerford claimed that the porters wanted the plan, but denied that the company was the plan or spoke for the plan, although the plan was not speaking. Mr. Morrow admitted that this was true. It was obvious that Mr. Hungerford spoke for both the company and the plan. But when pressed, Mr. Hungerford denied that the company was the plan or that it controlled the plan. No wonder the company refused arbitration, because it knew that it could not play ventriloquist on the brotherhood and impersonate the plan and the company at the same time. Of course, Mr. Hungerford could not afford to admit that he spoke for the plan since he had already claimed that the porters had organized under the plan and are naturally supposed to speak for themselves.

Although the Pullman company refused to arbitrate, the brotherhood and public opinion will force it to capitulate. Isn't it strange that the big, powerful Pullman company was afraid to meet the brotherhood, just two years old, in arbitration, to write a contract? White men, as a rule, are eager to get a group of our people in a room to write an agreement. That's how designing white capitalists have robbed them of hundreds of millions of dollars in property. They, the white men, have been able to inveigle them into signing anything. The white men knew that the Negroes did not know what it was all about. But the Pullman company took a different attitude toward the brotherhood. The company was afraid to meet the brotherhood in conference or arbitration, realizing that the brotherhood did know what it was all about.

Wins Victory

The company didn't have sufficient faith in its brains and ability to trick the brotherhood into writing an agreement for the benefit of the company only. It's interesting to note that the company is forever holding bogus wage conferences under the plan composed of its hand-picked Uncle Toms, who are conveniently juggled and manipulated at will to suit the company's purposes. The company union delegates to wage conferences neither have the knowledge or the freedom and power necessary to write a sound and sensible contract. That is why the company will hold conferences with them.

The brotherhood won a victory when it forced the company to take a position on arbitration. Although the company agreed to the Watson-Parker bill, which planned that arbitration should automatically follow mediation, in the event that mediation failed, it balked when the porters raised the question of arbitration. For when it agreed to arbitration in the Railway Labor act, doubtless, the company never dreamed that some day that same ghost of arbitration would plague it in the form of a bona fide porters' union demanding arbitration. By every principle, strategy and precedent of labor organization in the transportation industry the fight between the brotherhood and the Pullman company should have ended when the case reached arbitration. Such has been the case with other railroad unions and carriers under the Railway Labor act. But the Pullman company violated the spirit and intent of the act by attempting to hide behind a technicality; namely, its right to refuse to arbitrate, although it is now arbitrating the case with its Pullman conductors, who are white. This is rank and indefensible discrimination.

The brotherhood's program now is to create an emergency which will require the United States mediation board to recommend to the president of the United States that he appoint an emergency board to inquire into this whole dispute between the brotherhood and the Pullman company. Under the Railway Labor act there are three stages through which a dispute between the employees and the carrier may go: (1) mediation, (2) arbitration, (3) the emergency board. When a dispute is not settled by the first two stages then said dispute may be investigated by an emergency board if it has assumed the aspect of an emergency or a threat of interrupting interstate commerce. The law provides that the emergency board shall inquire into the dispute for 30 days and then report its findings which are calculated to remove the emergency and prevent a probable interruption of interstate commerce.

Another angle of action the brotherhood is adopting is the presentation of its case to the interstate commerce commission, with a view to securing an investigation of the rates of the Pullman company in relation to wages and working conditions. The brotherhood's petition was answered by the company and the answer of the company has, in turn, been answered by the brotherhood. The company contended that the interstate commerce commission has no jurisdiction since the brotherhood seeks to raise wages, and that another arm of the government, the Railway Labor act, has been set up to handle such matters. Here the company is in a dilemma, because the company seeks to hide behind the very railway labor act which it notoriously defied and refused to abide by when it took the position of not accepting arbitration urged and recommended upon it by Edwin P. Morrow of the United States mediation board.

The company is in utter confusion and uncertainty. At one time it defies the law, and when pressed to cover, seeks to hide behind that very law in order to avoid investigation by the interstate commerce commission. Of course the Pullman company's answer is as unsound as it is insincere. The brotherhood's answer has cut the ground from under the company and exposed it naked to the public.

Confusion Reigns

The company is now conducting elections under the employees' representation plan. It is compelling the porters to vote in order to be able to say that the porters have voted for the plan, the company union. It is threatening to pull porters off their line and even fire them if they refuse to swallow the plan—hook, line and sinker. It is also compelling porters to sign a petition, under threat of firing them, to the effect that they, the porters, renounce the Brotherhood of Sleeping Car Porters and remain loyal to the plan. A large number of the porters are refusing to sign these petitions, and those who have signed are signing affidavits to the effect that they signed under intimidation and coercion to protect their jobs, but that they want the brotherhood to represent them in the making of agreements on wages, rules and working conditions with the Pullman company.

Despite the unlawful intimidation being practiced by the company upon the porters in order to compel them, the porters, to act against their own interests, the porters are standin firm. They are paying their dues and assessments, and in meetings from coast to coast have resolutely signified their intention to go to the limit with their fight to secure a living wage, better working conditions and manhood rights. The public has shown, by the unanimous favorable reporting of the porters' case filed with the interstate commerce commission in the nation's press, dailies and weeklies, that it is on the side of the porters, for $72 a month in wages and 400 hours of work, under obviously unfair working conditions, and the dependence of porters, whose labor earned for the company more than $20,000,000 in net profits in 1926, upon professional begging in the form of receiving tips for a living, would not be countenanced by an enlightened public.

Labor 777

General..

Unions, Strikes, etc,

ON THE COLORADO BATTLE FRONT

Daily Worker
11-1-27
New York, N.Y.

Down Tools! The Negro Miner Joins his Fellow Workers.

By Fred Ellis

NEGRO LABOR CONGRESS ORGANIZER ON RACE TREATMENT

Says John H. Owens of Ripley, Cal., the Western Organizer of Colored Agricultural Workers:

"If we stop to think, there is no racial group in the world more borne down by handicaps of social restrainst than the 12,000,000 Colored people of the United States. The Colored race of America was freed from the bonds of chattel slavery sixty-four years ago. Yet if we examine our present condition, we are obliged to recognize that much of the condition of chattel slavery still clings to us."

The mass of Negro workers are unskilled, hence they are usually unorganized. Even the skilled Negro is frequently denied admittance to a craft union, and is often forced to earn a living at unskilled occupations. It is a common condition throughout America to find a white worker and a Negro worker employed side by side, and often the white worker receiving fifty per cent more pay than the Negro worker. It is the same in respect to women doing the same work as men, yet receiving much less pay.

"Negroes are especially restricted in their opportunities to obtain remunerative employment. Industrial discrimination is practiced in factories, mills, mines, on the railroads and in all places where labor is employed. This is a condition that is responsible for there being so few avenues of occupation open to the Colored man and woman of America, resulting in a constant and extraordinary element of unemployment in the race. This condition reflects itself in our moral life, giving rise to prostitution and too often to an imperfect home life among colored people."

Then Mr. Owens says of Residential Segregation: "Most cities and towns impose residential restrictions upon Colored. These unjust conditions of residential segregation results in our being compelled to pay exorbitantly high rents. Labor studies and economic surveys have disclosed the startling fact that in large industrial centers such as New York, Chicago, Detroit, etc., approximately 33 1-3 per cent of the white workers monthly income goes for rent, while from 50 to 85 per cent of the Colored workers monthly wage goes for rent. In many instances in order to pay the rent they were forced to place roomers in every room but the kitchen. Today the matter of paying house rent has become a supreme factor in our daily life, and we note with chagrin an increasing parasitical class within our own race that grows fat on the transfer of apartment houses from whites to Colored at increased rents."

Now Mr. Owens gives only a partial recital of the actual wrongs to our race. Our point is, however, that our race scoff at the idea of fighting these conditions if it means any real sacrifice or loss. They hoot the idea that any Colored person who is fighting is doing anything **for them.** They hold that any work of resistance is foolish unless it is financially profitable first. Can we overcome oppression with only efforts out of which we make money?

Labor Leader Denounces Prejudice

PHILADELPHIA, Pa., Dec. 29.—"As far as my experience goes, I have never encountered anything which will show that there is an instinctive, natural basis for race prejudice," declared K. M. Whitten, labor leader, in an address at last Sunday's Forum of the Philadelphia Council, American Negro Labor Congress. Mr. Whitten spoke on the subject: "Has Race Prejudice a Race Basis?" This subject had been selected by the local council because it had developed in several discussions at the Forum that a considerable number of Negroes believe that race prejudice is either instinctive or based on some biological difference between the races.

Mr. Whitten spent considerable time submitting biological and archaeological data to convince the audience that the human family is of a common origin, and as such is essentially the same in all races. He ridiculed the naive idea of race superiority. Referring to the old concept of the Jews, the speaker said that all peoples at one time or another have declared themselves "God's chosen people." The idea of pure races was likewise punctured by Mr. Whitten, and he ventured the assertion that there is no biological difference between the races which would endanger the human race through interracial mixing.

Throughout his speech Mr. Whitten stressed the importance of a clear understanding of the causes of race prejudice on the part of white and black workers. So long as the workers of both races are influenced by superficial differences of color and physical characteristics, while disregarding their common economic interests, just so long will

both be the victims of ruthless exploitation and poverty. To sum up Mr. Whitten said: "I am trying to prove that mankind is mankind, and that biologically and psychologically the races are equal."

The explanation that race prejudice springs from economic conditions was supported by nearly every participant in the discussion. It was pointed out that the doctrine of "Nordic" superiority is a carefully rationalized theory, and is the climax of biological nonsense. To clear up those who have been led into the error of believing that the Negro was enslaved on account of race and color, several speakers said that slavery was based on economic conditions, and that the Negro was enslaved because he furnished a very cheap supply of labor. Slavery was in existence in Africa, and certain chiefs readily sold slaves to the slave traders. It was pointed out that the first Negroes brought to America were indentured servants, many of them securing their freedom after serving out their time.

PLAIN DEALER
CLEVELAND, O.

DEC 14 1927

L. Stoll grocery store.

CALLS NEGRO KEY TO MINE PROBLEM

Writer Points Out Invasion by Southern Labor That Scorns Unions.

BY PHILIP KINSLEY.
(Chicago Tribune Press Service)

INDIANAPOLIS, Dec. 13.—Negro labor is the key to the fundamental readjustments that are taking place in the coal mining industry.

Caring little or nothing for the white man's labor unions, with pride in their effort and homeogenity and morale all their own, colored workers are coming like a wave into the northern coal fields of the East; but West it is a Mexican problem that the United Mine Workers must face.

Unless political opportunism dictates the course of the employers, it is difficult to see how they can be compelled to pay a wage scale which, in their opinion, the market does not justify.

The Negro, strong and laughing, shoulders his bundle in Alabama and Tennessee, and takes his place at the pie counter of industry. The wages the white union men scorn are big to him.

There is plenty of testimony that he makes a good miner. He will listen to the organizers of the union and even may "jine up," but he won't stay long. Three weeks and he may be through. The passion of unionism has never struck into his soul.

He has a union all his own—his colored brothers. Now he has a chance to show that he can do as good work as a white man in the hazardous occupation of mining.

According to union figures 85 per cent. of the workers who have broken the strike in Pennsylvania and Ohio are Negroes and it is admitted that the companies can get all this help they want despite the laws of the southern states which seek to keep these workers from deserting the South.

The southern coal companies which are getting out coal with these men, declare they are efficient. The United Mine Workers have spent millions in the South trying to organize the Negro miners. At one time they had Alabama organized, but it only lasted a few weeks.

"Education" Only Hope.

The union men see no solution except "education."

This situation does not touch Illinois and Indiana, which are kept apart from this natural working of the labor market by the mine certificate laws in force in both states.

Before a minor can get a job in these states, he must pass an examination as an experienced man. This works out practically, at least, to the exclusion of all but those who hold union cards.

These states have signed the scale, taking their chances with the Chicago market, which has been theirs. It is said that only 50 per cent. of the mines are working, and these only 50 per cent. of the time. Kentucky is cutting in with non-union coal. Down there men will work for as low as $2 or $2.25 a day, according to union officers.

An effort is to be made on the part of the operators, it is reported, to get the legislatures of Illinois and Indiana to repeal or amend the mine certificate laws.

ST. LOUIS, MO.
Star
DEC 30 1927

Today

Whispering Foolishness.
Rockefeller Listens.
The Colored Porter's Job.
Lindbergh in Guatemala.

By ARTHUR BRISBANE

Copyright, 1927, by The Star Company.

WINSLOW, ARIZ., Dec. 29.—Newspapers talk of a "whispering campaign," suggesting that Herbert Hoover is not eligible to the presidency, because, working at his profession as engineer in various parts of the world, he has not spent all of the last fourteen years in the United States. The constitution says "neither shall a person be eligible to that office who shall not have been fourteen years a resident of the United States."

Herbert Hoover was born in the United States, has worked wherever he chose, in any part of the earth, which is the right of every American. He did not lose his citizenship or birth right by crossing the ocean. His travels, seeing what science and engineering have accomplished, elsewhere, have enabled Herbert Hoover to suggest on a sound basis, magnificent, needed projects for the United States. The Grand Lama of Tibet is supposed to live cooped up in one place, but the United States doesn't need a grand lama for president.

When they told Lincoln that General Grant drank too much whisky, he asked what kind of whisky, and suggested that the same be given to other generals. It would be a good idea to find out just where Herbert Hoover has done his traveling and send some of our other statesmen on the same trip. They need it.

Hoover's ancestors have been born and lived in America for six generations. Not that it makes any difference. The son of any immigrant, born in this country, might be, and often is ten times better than a man with ten American generations back of him. Part of Hoover's absence abroad was devoted to war work, feeding hungry children. Would he make a better president had he spent that time at home, working for war profits?

John D. Rockefeller, 88 years old, immediately changes his "stanch" at golf, when told by a professional that he stood too close to the ball. That change lengthened his drive by 20 yards and he won a nickel, solemnly bet, with his friend General Ames, and went home contented.

Rockefeller has said that his success in the beginning was due to patience and economy. It may have been due also to his ability to listen to others and take advice. That is a thing that many young men who would like to be Rockefellers have not learned to do.

For the first time, Chinese replace colored men as porters on trains. The Northwestern-Union Pacific lines have installed twelve young Chinese as club car porters in place of negroes. All but one of the twelve are American born. They will work well doubtless, but the public, satisfied with excellent service rendered by colored porters, will not like them displaced. Colored men are descendants of those brought to this country against their will, as slaves, and for that reason are entitled to especial consideration.

Labor - 1920
Unions, Strikes, etc.,

General.

AFRICAN LABOR JOINS IN INTERNATIONAL MEET OF UNION WORKING MEN

WASHINGTON, March 30.—The International Federation of Trade Unions has admitted the Industrial and Commercial Workers' Union of Africa, numbering 40,000 native African clerical and industrial workers. Several attending representatives of British union labor were evidently in accord with the decision of the council. A statement was made by the council to the effect that whenever a single trade union federation looking after the interests of both black and white workers is formed in South Africa, the Industrial and Commercial Workers' Union must affiliate with it. This is in line with the aims of the black workers' union which condemned racial and color divisions in organized labor at a convention of the organization held in Johannesburg last April.

At a convention held in the same month the South Africa Trade Union Congress, the principal organization of white workers, passed resolutions attacking the Government for the latters alleged interference with the work of organizing the black workers; but nothing was done toward bringing the two bodies together. The South African organization of white labor has been dropped from membership in the International Federation of Trade Unions, as it is apparently somewhat inclined toward Communism.

visions in organizd labor at a convention of the organization held in Johannesburg last April.

At a convention held in the same month. the South African Trade Union Congress, the principal organization of white workers, passed resolutionss attacking the Government for the latters alleged interference with the work of organizing the black workers; but nothing was done toward bringing the two bodies together. The South African organization of white labor has been dropped from membership in the International Federation of Trade Unions, as it is apparetly somwhat inclined toward Communism.

The Pullman Porters' Fight

The Department of Labor at Washington and the Federal Trade Board are somewhat tardy, it seems, in their adjustment of the dispute between the Pullman porters and the Pullman Company. The issue will not down. For once and for all the question should be settled as to whether the porters are to receive a salary or a stipend with tips. The public is entitled to know as to whether the porters are employees paid living wages or servants depending upon gratuities for a livelihood. The porters are entitled to working conditions that are humane and respectable. All of these issues are now before the government for adjustment. We urge the Pullman Company and the porters to lay their cards on the table and settle for their common good their grevious differences.

AFRICAN WORKERS' UNION JOINS INTERNATIONAL FEDERATION

Washington, April 1 (CPB,—The International Federation of Trade Unions has admitted the Industrial and Commercial Workers' Union of Africa, numberng 40,000 native African clerical and industrial workers. Several attending representatives of British union labor were evidently in accord with the decision of the council. A statement was made by the council to the effect that whenever a single trade union federation looking after the interest of both black and white workers is formed in South Africa, the Industrial and Commercial Workers Union must affiliate with it. This is in line with the aims of the black worker's Union which condemned racial and color di-

RACE MINERS STEADILY ENTER UNION RANKS

Have Seen Many Benefits of Organization of United Mine Workers.

So steadily are the coal miners of Western Pennsylvania marching into the folds of the United Mine Workers of America that it is no longer a question of will the men join the union, but it is now a question of how strong the union will become. It is now admitted on all sides that the courageous fight waged by the United Mine Workers during the past two and one-half years in Pennsylvania is not not only responsible for the past voluntary increases offered by the Pittsburgh Coal and other companies, but is responsible for the most unified organization the coal men have had for years. Already the men are getting to the place where they are no longer confused on the question of union labor and collective bargaining. For a long time some of the colored men were ignorant of the terms and the phraseology was a little difficult for them to understand. But after a series of instruction meetings held all over the districts, the men are beginning to learn something about the terms, and are beginning to take their stand on the side of union labor.

Last Saturday one man was heard to say that he never knew so much about union labor as he knows since he has been reading The Pittsburgh Courier during the past few weeks. He came in to thank The Courier for giving the people of the country the real facts in the case and for serving notice on colored men that the time is come when they should no longer permit any man to call them "scabs." Said this man, "It is amusing to know what the word 'scab' means now among colored people." Any man who will take a job away from another man and work for less pay and for weaker conditions and under poorer circumstances is a "scab" and ought to be called a "scab." But he ought to be called something else, said this coal miner. He ought to be called a fool. The time has come when colored men understand as they never did before that if a union man is worth $10 a day, no man with any respectability will attempt to work for less. The whole question resolves itself, said the miner, into whether colored men are going to try to take bread and butter out of each other's mouths just to suit some coal operator who is running around over the country looking for the cheapest labor he can find. He said, "It has just become known to us how many million dollars these operators make out of coal every year by getting it mined by men who are willing to work for almost nothing just because they haven't got sense enough to join the union and demand a real man's wage."

As compared with this season of the year of other years, there are more men seeking to join the union now than have sought to join it during the past three seasons, and it is all because the men are waking up to the truth of the situation and have decided that they will no longer cut wages for anybody, but they will stand together and fight for a common wage which will permit every man to make a living and live up to American standards imposed upon all men alike. In one of the recent meetings held, it is said that the "scab" men are willing to fight for their jobs at the coal mines, but when an investigation was made it was found that the men were not only unwilling to fight, but as soon as they understood the situation they were ready to quit their jobs and join the union. And this was done in more instances than one, and this example is being followed, it is said, by men all over the Western part of Pennsylvania.

The Christmas season will find the coal miners more nearly united than they have been for many months. It was pointed out to the men in some of the meetings that even those who had drifted away from the union ranks of this region were permitted now to come back to the union and affiliate themselves with the United Mine Workers' Union, the organization which guarantees constant wage, safe working conditions and protection for those who risk their lives for their bread and butter. Almost in every coal camp can be found representatives of the union who are waiting to talk the matter over with the men. These representatives are prepared to furnish details of how men may join the union and secure employment in the union mines, where living wage rate and union working conditions are assured and made permanent. More than once it has been pointed out that union miners receive full payments of wage rates. They receive full compensation in case of injury, which is a thing unknown, it is said, to some of the men who are working outside of the union. Conditions brought about by the union capital, the are admittedly better than they have been for some time and every miner holding a position in and around the Western Pennsylvania mines should feel grateful to the United Mine Workers for conducting such a splendid fight which has so fruitful of such a splendid improvement by standing together, black and white alike, every day in the week, every week in the month, and every month in the year.

Regardless of records to the contrary, and regardless of false statements published in the papers that pretend to be friendly to labor, but are actually fighting the cause of capital, the union is moving on day after day and the membership is increasing and satisfaction is pre-

Labor - 1927
Unions, Strikes, etc.,

General.

AFRICAN LABOR JOINS IN INTERNATIONAL MEET OF UNION WORKING MEN

WASHINGTON, March 30.—The International Federation of Trade Unions has admitted the Industrial and Commercial Workers' Union of Africa, numbering 40,000 native African clerical and industrial workers. Several attending representatives of British union labor were evidently in accord with the decision of the council. A statement was made by the council to the effect that whenever a single trade union federation looking after the interests of both black and white workers is formed in South Africa, the Industrial and Commercial Workers' Union must affiliate with it. This is in line with the aims of the black workers' union which condemned racial and color divisions in organized labor at a convention of the organization held in Johannesburg last April.

At a convention held in the same month the South Africa Trade Union Congress, the principal organization of white workers, passed resolutions attacking the Government for the latters alleged interference with the work of organizing the black workers; but nothing was done toward bringing the two bodies together. The South African organization of white labor has been dropped from membership in the International Federation of Trade Unions, as it is apparently somewhat inclined toward Communism.

AFRICAN WORKERS' UNION JOINS INTERNATIONAL FEDERATION

Washington, April 1 (CPB,—The International Federation of Trade Unions has admitted the Industrial and Commercial Workers' Union of Africa, numberng 40,000 native African clerical and industrial workers. Several attending representatives of British union labor were evidently in accord with the decision of the council. A statement was made by the council to the effect that whenever a single trade union federation looking after the interest of both black and white workers is formed in South Africa, the Industrial and Commercial Workers' Union must affiliate with it. This is in line with the aims of the black worker's Union which condemned racial and color divisions in organizd labor at a convention of the organization held in Johannesburg last April.

At a convention held in the same month. the South African Trade Union Congress, the principal organization of white workers, passed resolutionss attacking the Government for the latters alleged interference with the work of organizing the black workers; but nothing was done toward bringing the two bodies together. The South African organization of white labor has been droppe from membership in the International Federation of Trade Unions, as it is apparatly somwhat inclined toward Communism.

The Pullman Porters' Fight

The Department of Labor at Washington and the Federal Trade Board are somewhat tardy, it seems, in their adjustment of the dispute between the Pullman porters and the Pullman Company. The issue will not down. For once and for all the question should be settled as to whether the porters are to receive a salary or a stipend with tips. The public is entitled to know as to whether the porters are employees paid living wages or servants depending upon gratuities for a livelihood. The porters are entitled to working conditions that are humane and respectable. All of these issues are now before the government for adjustment. We urge the Pullman Company and the porters to lay their cards on the table and settle for their common good their grevious differences.

RACE MINERS STEADILY ENTER UNION RANKS

Have Seen Many Benefits of Organization of United Mine Workers.

So steadily are the coal miners of Western Pennsylvania marching into the folds of the United Mine Workers of America that it is no longer a question of will the men join the union, but it is now a question of how strong the union will become. It is now admitted on all sides that the courageous fight waged by the United Mine Workers during the past two and one-half years in Pennsylvania is not not only responsible for the past voluntary increases offered by the Pittsburgh Coal and other companies, but is responsible for the most unified organization the coal men have had for years. Already the men are getting to the place where they are no longer confused on the question of union labor and collective bargaining. For a long time some of the colored men were ignorant of the terms and the phraseology was a little difficult for them to understand. But after a series of instruction meetings held all over the districts, the men are beginning to learn something about the terms, and are beginning to take their stand on the side of union labor.

Last Saturday one man was heard to say that he never knew so much about union labor as he knows since he has been reading The Pittsburgh Courier during the past few weeks. He came in to thank The Courier for giving the people of the country the real facts in the case and for serving notice on colored men that the time is come when they should no longer permit any man to call them "scabs." Said this man, "It is amusing to know what the word 'scab' means now among colored people." Any man who will take a job away from another man and work for less pay and for weaker conditions and under poorer circumstances is a "scab" and ought to be called a "scab." But he ought to be called something else, said this coal miner. He ought to be called a fool. The time has come when colored men understand as they never did before that if a union man is worth $10 a day, no man with any respectability will attempt to work for less. The whole question resolves itself, said the miner, into whether colored men are going to try to take bread and butter out of each other's mouths just to suit some coal operator who is running around over the country looking for the cheapest labor he can find. He said, "It has just become known to us how many million dollars these operators make out of coal every year by getting it mined by men who are willing to work for almost nothing just because they haven't got sense enough to join the union and demand a real man's wage."

As compared with this season of the year of other years, there are more men seeking to join the union now than have sought to join it during the past three seasons, and it is all because the men are waking up to the truth of the situation and have decided that they will no longer cut wages for anybody, but they will stand together and fight for a common wage which will permit every man to make a living and live up to American standards imposed upon all men alike. In one of the recent meetings held, it is said that the "scab" men are willing to fight for their jobs at the coal mines, but when an investigation was made it was found that the men were not only unwilling to fight, but as soon as they understood the situation they were ready to quit their jobs and join the union. And this was done in more instances than one, and this example is being followed, it is said, by men all over the Western part of Pennsylvania.

The Christmas season will find the coal miners more nearly united than they have been for many months. It was pointed out to the men in some of the meetings that even those who had drifted away from the union ranks of this region were permitted now to come back to the union and affiliate themselves with the United Mine Workers' Union, the organization which guarantees constant wage, safe working conditions and protection for those who risk their lives for their bread and butter. Almost in every coal camp can be found representatives of the union who are waiting to talk the matter over with the men. These representatives are prepared to furnish details of how men may join the union and secure employment in union mines, where living wage rate and union working conditions are assured and made permanent. More than once it has been pointed out that union miners receive full payments of wage rates. They receive full compensation in case of injury, which is a thing unknown, it is said, to some of the men who are working outside of the union. Conditions brought about by the union are admittedly better than they have been for some time and every miner holding a position in and around the Western Pennsylvania mines should feel grateful to the United Mine Workers for conducting such a splendid fight which has been so fruitful of such a splendid victory.

Regardless of records to the contrary, and regardless of false statements published in the papers that pretend to be friendly to labor, but are actually fighting the cause of capital, the union is moving on day after day and the membership is increasing and satisfaction is prevailing in and every month in the year.

CHICAGO, ILL.

Post
APR 2 - 27

NEGROES LEAVING COTTON FIELDS FOR INDUSTRIAL JOBS

C. S. Johnson of N. Y. in Address at City Club.

That the negro is being slowly drawn from the cotton patch in Dixie to fill the depleted ranks of industrial labor cut by the quota from refilling its blank files thru immigration was told the City club today by Charles S. Johnson, New York editor of "Opportunity."

He quoted statistics to show the rising tide of negro influx to Chicago and such cities will not stop as long as there is no other available source of labor and added the Mexican laborer was the only relief in site. In industry, he said, there are two scales of pay for labor—the higher for the white and the lower for the negro and Mexican.

"In Chicago, for example," Mr. Johnson said, "the number of negro iron molders in creased from thirty-one in 1910 to 520 in 1920. This is 10 per cent of all the iron molders in the city. In other industries skilled workers increased from 3.5 per cent of the negro working population in 1910 to 13.5 per cent in 1920. During the year Sept. 1, 1922 to Aug. 21, 1923 18,050 new workers had been added to the pay rolls of which number 4,157 were skilled.. The general increase in negro skilled workers was 88.5 per cent and of the unskilled 44 per cent. Some states showed on increase in skilled negroes as high as 186.8 per cent.

"I the stockyards of Chicago there were 5,300 negroes in 1920 as compared with thirty-nine in 1910, and 8,201 in the iron and steel industries in 1920, as compared with seventeen in 1920. For the negro population as a whole there has been a shift of 371,229 men from agricultural pursuits to industry."

The May Day Hand Clasp

The Symbol of Workingclass Unity

WASHINGTON, D. C.

National Republic
MAR 6 —

AMERICAN communists are actively engaged in an effort to organize the Negroes of the country, especially the Negro students. As a result of the movement to spread the spirit of unrest among Negro students, there have been during the past year student strikes in several of the larger Negro colleges of the country. The Chinese are not overlooked by the communists. R. C. Fay is secretary of the Chinese section of the American communist party, with headquarters at 23 Chatham Square. "We are planning," he writes, "to organize a Chinese daily for the Chinese workers."

"BISHOP" William Montgomery

NEGRO ORGANIZER FINDS BRUSSELS CONGRESS HELPS

Colored Labor of World Takes Counsel Together

(By ESTHER LOWELL, Federated Press.)

NEW YORK, April 4, (FP).—Organized labor's aid in completing unionizing Negro workers and in promoting inter-racial solidarity is to be sought as a result of the Brussels conference of oppressed peoples.

Richard Moore, who represented the Universal Negro Improvement Assn., Inc., and the American Negro Labor Congress at the world gathering in Belgium, will tour eastern industrial centers to promote this campaign.

Daily Worker
New York
4-5-27

At Big Conference.

Seventeen great trade union organizations sent delegates to the Brussels meeting. The chief labor organizations represented were the Mexican Federation of Labor; General Labor Federation of South Africa; General Federation of Unified Labor, France; Miners Federation of Great Britain; London Labor Council; General Federation of Labor, Canton, China; Belgium Federation of Garment Workers; International Federation of Teachers.

All workers will be forced down to colonial standards unless organized labor in Europe and the United States make a united effort to maintain decent labor conditions, speakers at the congress declared. Moore found this the most significant lesson of the conference for American workers.

Negroes of Africa There.

Negro delegates from south and central African organizations and from Caribbean Islands met with Moore at Brussels to plan measures for the national and economic emancipation of their race in all parts of the world. A World Alliance Against Imperialism was formed by the conference, which drew delegates from north African countries, Egypt, Syria, Latin American countries, Dutch East Indies, India, Indo-China, Korea and China. The present Chinese Nationalist struggle gave a strong impetus to the conference work toward unity and freedom of peoples. Over 30 Chinese delegates, from union, strike and Nationalist organizations attended.

BLACK AFRICAN WORKERS' UNION JOINS INTERNATIONAL FEDERATION

COMPLICATIONS may be added to the already tangled racial problems of the Union of South Africa. Although white labor is largely on the side of the Government in its efforts to restrict the field of activities of the native Africans, the International Federation of Trade Unions has admitted the Industrial and Commercial Workers' Union of Africa, numbering 40,000 native African clerical and industrial workers.

3-13-27 Daily Worker

Several attending representatives of British union labor were evidently in accord with the decision of the council. A statement was made by the council to the effect that whenever a single trade union federation looking after the interest of both black and white workers is formed in South Africa, the Industrial and Commercial Workers' Union must affiliate with it. This is in line with the aims of the black workers' union which condemned racial and color divisions in organized labor at a convention of the organization held in Johannesburg last April.

At a convention held in the same month the South African Trade Union Congress, the principal organization of white workers, passed resolutions attacking the Government for the latter's alleged interference with the work of organizing the black workers; but nothing was done toward bringing the two bodies together. The South African organization of white labor has been denounced in the white South African press as a Bolshevik; but in looking for effective outside support the International Federation of Trade Unions, as it apparently is somewhat inclined toward Communism. At its last convention this union asserted it did not care to be affiliated with either Amsterdam or Moscow, but would support the unity movement of certain sections of British and Russian unions.

The recent growth of the black workers' organization is understood to have worried the authorities considerably. Clements Kadale, the principal leader of the black workes' union, which he helped found in 1919, has frequently

CHICAGO, ILL.

Post

APR 2 - 1927

NEGROES LEAVING COTTON FIELDS FOR INDUSTRIAL JOBS

C. S. Johnson of N. Y. in Address at City Club.

That the negro is being slowly drawn from the cotton patch in Dixie to fill the depleted ranks of industrial labor cut by the quota from refilling its blank files thru immigration was told the City club today by Charles S. Johnson, New York editor of "Opportunity."

He quoted statistics to show the rising tide of negro influx to Chicago and such cities will not stop as long as there is no other available source of labor and added the Mexican laborer was the only relief in site. In industry, he said, there are two scales of pay for labor—the higher for the white and the lower for the negro and Mexican.

"In Chicago, for example," Mr. Johnson said, "the number of negro iron molders in creased from thirty-one in 1910 to 520 in 1920. This is 10 per cent of all the iron molders in the city. In other industries skilled workers increased from 3.5 per cent of the negro working population in 1910 to 13.5 per cent in 1920. During the year Sept. 1, 1922 to Aug. 21, 1923 18,050 new workers had been added to the pay rolls of which number 4,157 were skilled. The general increase in negro skilled workers was 88.5 per cent and of the unskilled 44 per cent. Some states showed on increase in skilled negroes as high as 186.8 per cent.

"I the stockyards of Chicago there were 5,300 negroes in 1920 as compared with thirty-nine in 1910, and 3,201 in the iron and steel industries in 1920, as compared with seventeen in 1920. For the negro population as a whole there has been a shift of 371,229 men from agricultural pursuits to industry."

The May Day Hand Clasp

The Symbol of Workingclass Unity

WASHINGTON, D. C.

National Republic

MAR -

"BISHOP" William Montgomery NEGRO ORGANIZER FINDS BRUSSELS CONGRESS HELPS

Colored Labor of World Takes Counsel Together

(By ESTHER LOWELL. Federated Press.)

NEW YORK, April 4, (FP).—Organized labor's aid in completing unionizing Negro workers and in promoting inter-racial solidarity is to be sought as a result of the Brussels conference of oppressed peoples.

Richard B. Moore, who represented the Universal Negro Improvement Assn., Inc., and the American Negro Labor Congress at the world gathering in Belgium, will tour eastern industrial centers to promote this campaign.

Daily Worker
New York, N.Y.
4-5-27

At Big Conference.

Seventeen great trade union organizations sent delegates to the Brussels meeting. The chief labor organizations represented were the Mexican Federation of Labor; General Labor Federation of South Africa; General Federation of Unified Labor, France; Miners Federation of Great Britain; London Labor Council; General Federation of Labor, Canton, China; Belgium Federation of Garment Workers; International Federation of Teachers.

All workers will be forced down to colonial standards unless organized labor in Europe and the United States make a united effort to maintain decent labor conditions, speakers at the congress declared. Moore found this the most significant lesson of the conference for American workers.

Negroes of Africa There.

Negro delegates from south and central African organizations and from Caribbean Islands met with Moore at Brussels to plan measures for the national and economic emancipation of their race in all parts of the world. A World Alliance Against Imperialism was formed by the conference, which drew delegates from north African countries, Egypt, Syria, Latin American countries, Dutch East Indies, India, Indo-China, Korea and China. The present Chinese Nationalist struggle gave a strong impetus to the conference work toward unity and freedom of peoples. Over 30 Chinese delegates, from union, strike and Nationalist organizations attended.

BLACK AFRICAN WORKERS' UNION JOINS INTERNATIONAL FEDERATION

COMPLICATIONS may be added to the already tangled racial problems of the Union of South Africa. Although white labor is largely on the side of the Government in its efforts to restrict the field of activities of the native Africans, the International Federation of Trade Unions has admitted the Industrial and Commercial Workers' Union of Africa, numbering 40,000 native African clerical and industrial workers.

Several attending representatives of British union labor were evidently in accord with the decision of the council. A statement was made by the council to the effect that whenever a single trade union federation looking after the interest of both black and white workers is formed in South Africa, the Industrial and Commercial Workers' Union must affiliate with it. This is in line with the aims of the black workers' union which condemned racial and color divisions in organized labor at a convention of the organization held in Johannesburg last April.

At a convention held in the same month the South African Trade Union Congress, the principal organization of white workers, passed resolutions attacking the Government for the latter's alleged interference with the work of organizing the black workers; but nothing was done toward bringing the two bodies together. The South African organization of white labor has been dropped from membership in the International Federation of Trade Unions, as it apparently is somewhat inclined toward Communism. At its last convention this union asserted it did not care to be affiliated with either Amsterdam or Moscow, but would support the unity movement of certain sections of British and Russian unions.

The recent growth of the black workers' organization is understood to have worried the authorities considerably. Clements Kadale, the principal leader of the black workes' union, which he helped found in 1919, has frequently been denounced in the white South African press as a Bolshevik; but in looking for effective outside support he and his fellows applied not to Moscow but to Amsterdam.

Labor-1927

Unions, Strikes, etc.

General

Eve. PUBLIC LEDGER
PHILADELPHIA, PA.
JUL 1 1927

ANOTHER HOBGOBLIN

THE astonishment which the State Department is said to have felt at the news that the propaganda section of the Russian Soviet system "is endeavoring to convert American Negroes" to the cult of risings and revolution cannot be very profound.

The American Negro, as any one knows who knows anything of the earlier forms of the Moscow nightmare, was one of the first objects of Communist propaganda when Bolshevism was in the feverish days of its first triumphs. Here and there in the South a few Negroes who called themselves leaders of their people displayed signs of momentary conversion. But the mood passed. In those days the Ku Klux Klan was organizing its system of terrorism against the Negro people in the South and the Communists made uses of the Klan that doubtless would have astounded even an intelligent kleagle. They held it up as proof that the Negro needed the assistance of the Moscow Soviet if he hoped to escape annihilation!

Neither the Klan nor the Soviets are doing as well as they did a few years ago. The Southern Negroes were never good pupils of Communist agitators. Their fine and inexhaustible sense of humor, as well as their unfailing sense of loyalty to the land they call their own, stood between them and the emissaries who talked of blood, destruction and wars of race against race. Soviet propaganda among the American Negroes collapsed almost as soon as it was begun.

Much Ado

GOVERNMENT officials have been reported as all worked up over articles published in the Herald Tribune to the effect that Soviet Russia is educating Negroes in communism looking towards an uprising against the United States. "The disclosures were seen at the State Department as the strongest possible vindication of the department's settled policy of not recognizing Russia," reads a recent dispatch.

AS A MATTER OF FACT, several individual Negroes have attempted for a number of years to convert Negroes to the communistic system of government in Russia, but with negligible results. The propaganda brought to Negroes by these individuals is no different from that taken to white Americans with a greater degree of success. Consequently, it is almost inconceivable that after all these years the State Department should give this as an excuse for not recognizing the Soviet Republic.

NEWS

Hendersonville-NC

JUL 21 1927

MORE "RED" TRAINING

Those complacent and "liberal" Americans who pooh-pooh the idea of any real communist effort to overthrow the present economic situation in the United States ought to be interested in the report of a recent survey made by the New York Herald-Tribune on certain phases of Bolshevik activities in America. This survey shows that the Reds of Russia working through their agents here are busy attempting to bore into the ranks of the colored Americans with a view of causing social and political unrest in the United States.

According to this survey, the method used is simple but one which might be very effective if not interferred with. It embraces the establishment of a committee or organization among American negroes for the purpose of disseminating Bolshevik propaganda among the members of the race in America. Certain negroes who can be induced to take the trip are to be taken to Moscow and instructed in the "beauties of communism and just how to spread the doctrine among their comrades back in America."

It is said that this committee or "clearing house" among the negroes has already been formed and that the plan of instructing negro agitators in the red school at Moscow is already under way. Several months ago Zinovieff, the arch-communist plotter, announced at Moscow that "a clandestine method adopted for America, would concentrate gradually with greater and greater power." It is now believed that he was referring to the propaganda among negroes in this statement.

The American negro has generally been a patriotic citizen and comparatively few of the race joined the old socialist party. But the reds have conceived an ingenious scheme for propagandizing the more ignorant of the race and one which deserves a little attention on the part of the leaders who can see the perverseness of the red doctrine.—Marion Star.

PROGRESS

Charlottesville Va.

JUL 29 1927

A SHORT FRIGHT

The bogey of Negro Communists in America, which was created and launched full-fledged upon the horizon a few weeks ago by some one or more of those timorous souls who dwell in unabating fear that the Statue of Liberty, the Washington Monument and all that symbolizes American democracy is about to be brought in ruins about our heads as a result of insidious and hostile alien forces, seems to have been short-lived. At least, it has become dormant for the time being.

The University of Moscow did issue an invitation to students of other nations to attend that institution where they might study the philosophy and methods of Bolshevism. The American Negro was included in the invitation. Out of the entire Afro-American population, five individuals responded favorably. Of this number, one died before he could matriculate. The

task of fomenting and staging the Red revolution among the colored people of the United States now devolves upon the shoulders of the remaining quartet of student guests at Moscow from these shores.

Of all the non-Anglo-Saxon races represented in the United States, there can probably be found fewer signs of disloyalty to the existing form of government, among the Negroes than among any other, element of the population. Those who claim to decry any such signs are put to their proofs. In vulgar parlance their bluff has been called. This is one bogey of recent invention, which the customarily gullable general public has disdained to swallow, and for good reason—it cannot be swallowed.

Labor-1927
Unions, Strikes, etc.

Lib. PUBLIC LEDGER
PHILADELPHIA, PA.
JUL 1 1927

ANOTHER HOBGOBLIN

THE astonishment which the State Department is said to have felt at the news that the propaganda section of the Russian Soviet system "is endeavoring to convert American Negroes" to the cult of risings and revolution cannot be very profound.

The American Negro, as any one knows who knows anything of the earlier forms of the Moscow nightmare, was one of the first objects of Communist propaganda when Bolshevism was in the feverish days of its first triumphs. Here and there in the South a few Negroes who called themselves leaders of their people displayed signs of momentary conversion. But the mood passed. In those days the Ku Klux Klan was organizing its system of terrorism against the Negro people in the South and the Communists made uses of the Klan that doubtless would have astounded even an intelligent kleagle. They held it up as proof that the Negro needed the assistance of the Moscow Soviet if he hoped to escape annihilation!

Neither the Klan nor the Soviets are doing as well as they did a few years ago. The Southern Negroes were never good pupils of Communist agitators. Their fine and inexhaustible sense of humor, as well as their unfailing sense of loyalty to the land they call their own, stood between them and the emissaries who talked of blood, destruction and wars of race against race. Soviet propaganda among the American Negroes collapsed almost as soon as it was begun.

Much Ado

GOVERNMENT officials have been reported as all worked up over articles published in the Herald Tribune to the effect that Soviet Russia is educating Negroes in communism looking towards an uprising against the United States. "The disclosures were seen at the State Department as the strongest possible vindication of the department's settled policy of not recognizing Russia," reads a recent dispatch.

AS A MATTER OF FACT, several individual Negroes have attempted for a number of years to convert Negroes to the communistic system of government in Russia, but with negligible results. The propaganda brought to Negroes by these individuals is no different from that taken to white Americans with a greater degree of success. Consequently, it is almost inconceivable that after all these years the State Department should give this as an excuse for not recognizing the Soviet Republic.

NEWS

Hendersonville-NC

JUL 21 1927

MORE "RED" TRAINING

Those complacent and "liberal" Americans who pooh-pooh the idea of any real communist effort to overthrow the present economic situation in the United States ought to be interested in the report of a recent survey made by the New York Herald-Tribune on certain phases of Bolshevik activities in America. This survey shows that the Reds of Russia working through their agents here are busy attempting to bore into the ranks of the colored Americans with a view of causing social and political unrest in the United States.

According to this survey, the method used is simple but one which might be very effective if not interferred with. It embraces the establishment of a committee or organization among American negroes for the purpose of disseminating Bolshevik propaganda among the members of the race in America. Certain negroes who can be induced to take the trip are to be taken to Moscow and instructed in the "beauties of communism and just how to spread the doctrine among their comrades back in America."

It is said that this committee or "clearing house" among the negroes has already been formed and that the plan of instructing negro agitators in the red school at Moscow is already under way. Several months ago Zinovieff, the arch-communist plotter, announced at Moscow that "a clandestine method adopted for America, would concentrate gradually with greater and greater power." It is now believed that he was referring to the propaganda among negroes in this statement.

The American negro has generally been a patriotic citizen and comparatively few of the race joined the old socialist party. But the reds have conceived an ingenious scheme for propagandizing the more ignorant of the race and one which deserves a little attention on the part of the leaders who can see the perverseness of the red doctrine.—Marion Star.

PROGRESS

Charlottesville Va

JUL 27 1927

A SHORT FRIGHT

The bogey of Negro Communists in America, which was created and launched full-fledged upon the horizon a few weeks ago by some one or more of those timorous souls who dwell in unabating fear that the Statue of Liberty, the Washington Monument and all that symbolizes American democracy is about to be brought in ruins about our heads as a result of insidious and hostile alien forces, seems to have been short-lived. At least, it has become dormant for the time being.

The University of Moscow did issue an invitation to students of other nations to attend that institution where they might study the philosophy and methods of Bolshevism. The American Negro was included in the invitation. Out of the entire Afro-American population, five individuals responded favorably. Of this number, one died before he could matriculate. The

General

...menting and staging the Red revolution
...colored people of the United States now
...upon the shoulders of the remaining quartet
...guests at Moscow from these shores.
Of all the non-Anglo-Saxon races represented in the United States, there can probably be found fewer signs of disloyalty to the existing form of government, among the Negroes than among any other element of the population. Those who claim to decry any such signs are put to their proofs. In vulgar parlance their bluff has been called. This is one bogey of recent invention, which the customarily gullable general public has disdained to swallow, and for good reason—it cannot be swallowed.

N. Y.
HERALD TRIBUNE

JUN 30 1927

Capital Amazed By Soviet Plot Among Negroes

State Department Views Disclosure of Scheme as Vindication of Its Non-Recognition Policy

From the Herald Tribune Washington Bureau

WASHINGTON, June 29.—Government officials were amazed to-day at the disclosures in the Herald Tribune that Soviet Russia was educating American Negroes in communism and training them for an uprising against the United States.

The disclosures were seen at the State Department as the strongest possible vindication of the department's settled policy of not recognizing Russia and will form, it was said to-day, an important addition to the material which the department already has collected with regard to that country.

"It puts recognition of Russia into the very far distant future," a responsible official said after reading the story, "and it will have most far-reaching consequences."

Officials were uncertain as to what action the United States government could take with regard to these Negroes, but this much is certain: They will be carefully watched for any suspicious act on their part.

"This is the last straw," an official of the Department of Justice marked. "It shows how violent is the Russian dislike of the United States and it shows that the time is fast approaching when the government will have to take cognizance of this situation."

It was freely predicted that some action would be taken at the next session of Congress towards passing a law whereby such activities of the Soviets within the borders of the United States can be reached. Officials here charged with observing the underground attempts of the Soviet agents to make trouble have long felt the need of such legislation and to-day's disclosure will, they hope, attract public attention and make some law possible.

At present there is nothing which the American government can do except watch. The government has no power to prevent the Negroes from returning to this country and after they land it is almost equally powerless. The responsibility for seeing that these Negroes do not make trouble, it was explained, will devolve almost entirely on the State governments. All the war measures, such as the Syndicalist laws, have been repealed.

An American diplomatic official, commenting on The Herald Tribune's disclosures to-day, said it showed not only Russia's hostility to the United States, but Russia's cleverness in promoting her own ends.

"The Russians," said this official, "have carefully gone among the Negroes, the most emotional and most easily influenced people of the United States. They have gone not to the southern Negro, but to the Negroes in the crowded communities of the north. They have picked the weakest place in the American armor and it is high time the American people realized it."

Disclosures Aid Kellogg

It is regretted here that this knowledge was not in the hands of the State Department when Secretary of State Kellogg appeared before the Senate Foreign Relations Committee last winter with evidence of communist propaganda. Such evidence, it was said to-day, would have made his task much easier and will in the future help him in winning the assistance of southern Senators if the need should arise.

The American government's objection to reconizing Russia has been based on two grounds—first, the failure of Russia to pay her debt, and, second, the propaganda carried on by Russian agents in the United States. The first objection still stands, it was said to-day, and the second is immeasurably fortified.

To-day's disclosure has confirmed suspicions which have been entertained here for some time. It has long been realized that one of the Soviet's favorite methods of disseminating propaganda was to induce Americans to visit their country and show them just those things which redounded to Russia's advantage.

It is recalled here that several years ago Senator Smith Brookhart, Republican, of Iowa, went to Russia and on his return publicly announced that he believed in the Soviet system of government and would like to see some of its features adopted here.

NEW YORK WORLD

DEC 11 1927

Labor's Plans and Problems

Negro Changes His Attitude Toward the Trade Unions

By John J. Leary Jr.

THESE are busy days in the labor world. Between strikes, threats of strikes, injunctions and jurisdictional disputes the leaders of the unions and their members have much to discuss.

Because of this pressure of what might be termed personal business, what must seem to many the most significant labor development of recent years has come to pass with scant publicity and scantier appreciation of what it means.

I refer to the remarkable change of attitude on the part of the Negro community toward the trade unions, immediately due to the refusal of the Pullman Company to recognize the prejudice to one side, to ignore possible personal consequences and squarely to recognize that the Negro is an integral part of our industrial system, as well as the responsibility of the 2 per cent. of the Negro population that make up the professional and business groups to the less fortunate 98 per cent. who do manual labor.

To get the significance of this, one must recall three things—one, that since slavery days until now the Negro has been and has considered himself a person apart from the mass of white laborers; two, that the well-to-do and better educated Negro has been inclined to let the laborer work out his problems unaided; and, third, the natural conservatism of the Negro. Indeed the professional element, and particularly the clergy, was cold to, if not openly opposed to, the unions; the other 98 per cent. was cold.

For this condition, the whites have been more to blame than the blacks. Until 1919 the American Federation of Labor blinked at the color line. In that year, over the bitter opposition of a few, the federation decided to issue charters direct to the Negro members of crafts the international unions of which drew the color line. It was belated recognition of the fact that the Negro was becoming a real factor in mills, and mines and factory.

The response of the Negro to this action by the federation was not immediate. Indeed, the Negro was suspicious of it as he was resentful of the fact that in most trades his sole opportunity to work was when he was needed as a strike breaker, his occupation usually ceasing when the strike was settled.

More recently, however, he has been coming into the unions.

Has Been Getting Recognition

And he has been getting recognition in some unexpected ways. For example, the white majority of a plasterers' local in Philadelphia elected a Negro business agent and point with pride to the fact that he is efficient. Even in the hitherto almost exclusively Jewish needle trades the Negro is becoming a real factor.

Generally speaking, however, the old spirit of aloofness has persisted. Sentiment was changing, but the change was so slow as to be almost imperceptible.

I knew of the tendency to change, as did most men whose business it is to know what is doing in the industrial world, but I was not prepared for what I saw and heard in the recent Harlem meeting.

It was small: there were perhaps seventy-five persons present; it was selective to the point of exclusiveness; yet it was democratic. (Proofreader, lower case "d," please.)

In it were the pastors of the largest Negro churches in the five boroughs, lawyers of real standing, real estate men whose annual volume of business many a prosperous white broker might envy, busy physicians, social workers and representatives of the most powerful fraternal organizations of the race.

Basically and essentially it was a high grade gathering with the politician and others who have exploited the Negro conspicuous by their absence.

With a single voice in opposition the conference squarely went on record for the porters, declared against Negroes taking work as strike breakers, against "government by injunction" and for the Amalgamated Association of Street and Electric Railway Employees in its fight with the Interborough. In a word, it went the full route with the American Federation of Labor.

Such a meeting, such action by such a meeting would have been impossible two years ago. It would, in fact, have been impossible to have gotten most of the men and women in that meeting into a labor conference two years ago. A private canvass of those who made it up would have shown the great majority emphatic in opposing any tie up with trades unions.

A squarer recognition of the fact that the Negro is part and parcel of the labor movement could not be imagined.

More important than anything else however, is the accumulation of proof that the action of the Harlem meeting represents something more than local feeling. From other centres, Washington, Chicago, Boston and Kansas City to mention a few, comes evidence of the changing front. Perhaps as significant a bit as any is the position taken by the Defender of Chicago, perhaps the most important Negro publication in America, with a circulation of 250,000. It is not so very far back that this powerful publication was the most neutral in labor matters. Some would go further, and say it was anti-union. Now it is squarely for the Negro taking his place and assuming his full responsibilities in the labor movement.

Also it seems evident that meeting such as that recently held in Harlem will result in the setting up of what might be called a national conference board to handle and direct the new activities of the Negro.

The immediate business of such a conference will be, in the words of the Harlem conference, to "mobilize public opinion behind the Pullman porter and finance him in any conflict he may have with the Pullman Company."

This mobilizing of Negro public opinions is, in my judgment, of more importance to the white members of trade unions than to the Negro, important though it be to him. It will, for example, help the United Mine Workers in organizing in the West and Southwest and thus choke off the supply of Negro labor for non-union mines. It will help in the organizing of the transportation and culinary trades. It will help in the building trades, where the Negro is becoming more and more of a factor.

The change has been long and earnestly desired by such men as William Green, President of the American Federation of Labor, and his associates. Mr. Green and his New York representative, Hugh Frayne, have given the Negroes every sympathetic aid and assistance; they have collaborated with A. Phillip Randolph, Roy Lancaster and Frank T. Crosswaite, to name a few of those who have borne most of the real burdens. The real promoters, however, have been Pullman officials, who by every trick and device known to open shoppers, have opposed the organizing of the poorly paid porters.

I may be wrong, but it is my judgment that the men and women of the recent Harlem conference made industrial and social history.

Labor-1927
Unions, Strikes, etc.

General.

N. Y.
HERALD TRIBUNE
JUN 29 1927

Soviet Trains Negroes Here For Uprising

Groups Picked From Cities Also Sent to Moscow for Special Study to Fit Them for Leadership

By M. Jay Racusin

The flame of Bolshevism, kindled by Lenine and threatening at one time to set all Europe ablaze, is being quietly concentrated upon the United States through the instrument of the American Negro. It is a phase of the Russian Soviet's schemes for throwing other nationalities into the hands of the communists of which heretofore there had been little inkling, but substantial details of which the Herald Tribune, through investigation, is now able to present for the first time.

Some Schooled at Moscow

The Reds' plan, as outlined by authoritative sources, is simple enough. It embraces the establishment of an organization among the Negroes here to function as a clearing house for Bolshevik propaganda among the members of the race, the selection of certain individuals among them for transportation to Moscow and thorough instruction there in the operation and theories of Communism, their early return and activity to bring the whole Negro population solidly under the influence of their Red ideas and through them eventually to strike an effective blow at the government.

It was undoubtedly this scheme to which Zinovieff referred when he told the Third International at Moscow in March of last year that the "clandestine method adopted for America would concentrate gradually with greater and greater power."

The organization that was to function as a clearing house for its propaganda has been formed. It is known as the American Negro Labor Congress, with headquarters in Chicago and a publication called "The Negro Champion" serving as its mouthpiece. Groups of Negroes already have been chosen from a handful of cities for intensive instruction in a special college in Moscow called the "University of Far Eastern Peoples."

Graduates Already at Work

The courses range from one to three years. A few of these individuals have returned and are actively working among the Negroes of the country to make earnest Bolsheviks of them. Others are still in the land of the Kremlin, finishing their training or awaiting instructions from the Red chiefs for their return.

The leaders of the scheme here are Richard B. Moore and Lovett Fort-Whiteman, Negroes, both formerly of New York but now of Chicago. Fort-Whiteman was the organizer of the American Negro Labor Congress under which the Communistic activities are masked. A letter head of the organization gives 19 South Lincoln Street as its address.

Organization Work Starts

Fort-Whiteman passed almost all of 1924 in Russia hobnobbing with the soviet chiefs and lecturing at their meetings on the possibilities of Red activities in the United States. He told them that they were losing a great opportunity in neglecting the American Negro among their propaganda activities, and they thought so well of his suggestions that they then and there named a town after him and commissioned him to start the ball rolling with a view of bringing the whole Negro population of the United States under the wing of the Russian Reds.

Fort-Whiteman thereupon returned to the United States and set up the provisional committee for organizing the American Negro Labor Congress at Chicago, with himself as president of the congress. Among the members of this committee appear the names of William Bryant, business manager of the Asphalt Workers' Union, Milwaukee; Edward L. Doty, organizer of Negro plumbers, Chicago; H. V. Phillips, organizer of Negro Working-Class Youth, Chicago; Elizabeth Griffin, president of Chicago Negro Women's Household League; Everett Greene, Chicago correspondent of "Afro-American," Baltimore; William Scarville, of "The Pittsburgh American"; Charles Henry, representative of unorganized Negro steel workers, Chicago; Otto Hall, 3440 Vernon Avenue, Chicago, Waiters' and Cooks' Association of Chicago; Louis Hunter, Longshoremen's Protective and Benevolent Union, New Orleans; Otto Huiswood, African Blood Brotherhood, New York; Aaron Davis, Neighborhood Protective Association, Toomsuba, Miss.; John Owens, organizer of Negro Agricultural Workers, Ripley, Cal.; Rosina Davis, secretary of Chicago Negro Women's Household League; E. A. Lynch, fraternal delegate from West African Seamen's Union, Liverpool; Jack Edwards, representative Negro Pullman Car Workers, Chicago; Sahir Karimiji, fraternal delegate from Natal Agricultural Workers, South Africa.

Plans School in Harlem

The New York branch of the Congress had a meeting at the Abyssinian Baptist Church at 136 West 138th Street not so many days ago, and Fort-Whiteman came on from Chicago to give the affair its proper red-hot Bolshevik tone. He announced then that the Congress in July would open a school in Harlem with classes in "Economics of Imperialism," "The Chinese Revolution" and "The History of Communism."

Moore's activities have been second only to those of Fort-Whiteman, and at last accounts he had been chosen to edit "The Negro Champion" in place of Fort-Whiteman, who found the task too arduous in conjunction with his organization work.

With the congress firmly established, Fort-Whiteman has gone ahead with the collection of groups of individuals for transportation and instruction in the Lenine schools. It is estimated that 50 to 100 of these instruments of propaganda have been shipped out of the United States since Fort-Whiteman started the business, back in 1925, but that the greater number of these have not yet returned to do the work of spreading the Red gospel. They will in all probability make their appearance here within the next twelvemonth, when the project undoubtedly will face its first test of effectiveness.

Students Chosen From Cities

The students were chosen from Chicago, New York, Philadelphia, Boston and a few of the other bigger cities of the country, the only requirement being that the applicant must be in sympathy with the Soviet form of radicalism.

Among the Chicago Negroes known to have been sent to the communistic shrine are Norval H. Allen, 3151 Giles Avenue; Otto Hall, 3440 Vernon Avenue, and Oliver Golden, 4601 Champlain Avenue.

From New York City, among others, was sent Aubrey Clifford Bailey, who lived at the time at 853 St. Nicholas Avenue.

These, with the others, were sent to Russia in groups of ten, the first having left early in September, 1925. Their passports, fares and expenses were provided by Fort-Whiteman, as a letter he wrote to one of the prospective students shows. Fort-Whiteman, under his commission from the Soviet, is provided with ample funds to carry on his work and doesn't permit "legality" to stand in his way where "policy demands," as he has averred. Birth certificates and such details are all nonsense, Fort-Whiteman told his disciples.

Legality No Obstacle

In reply to questions put to him by Bailey, one of those chosen from New York City and now in Moscow, Fort-Whiteman, in a letter dated Chicago, August 13, 1925, now in possession of the Herald Tribune, writes:

"Dear Comrade:

I received your letter and was quite surprised at its contents. There is no such thing as a Bolshevik not being able to get a passport to any country he so chooses. Legality should never be an obstacle to doing anything which good policy demands. It is all nonsense writing down to the West Indies for a birth certificate. You asked why I didn't tell you this a month ago. Well, a month ago you were not on the list; for during our last conversation you told me that you preferred to wait for a later group, perhaps next year. We are always able to get our passports on a few hours' notice, but since you seem not to know how, then come to Chicago and I shall get it for you. Again you asked for railroad fare. Such should not be the case. If you come to Chicago I will help you to get your passport and look out for you in respect to food and shelter. Those who are going are convening here in Chicago and are only waiting until all the group is here. My home address is 4727 Prairie Avenue, second apartment. I give you this that on your arrival you may come straight to my home."

Out to Better His Race

Another letter in possession of the Herald Tribune shows that Bailey lost little time in following instructions and wrote one of his five brothers here, Headley Bailey, from the Prairie Avenue house, to "tell mother that I am out to better myself and my race as well," and with a special injunction to burn the letter, as he did not want certain people to know where he was.

Another letter gave Bailey full instructions about sailing. His group was to leave Philadelphia around the first of September, 1925, on a steamer for Amsterdam or Hamburg. There was to a short wait and then the whole group was to fly across the German border into Moscow by airplane. The plan, from other indications, did not work exactly as expected, and Bailey's party did not get off until the middle of the month.

It is understood that both the New York and Federal authorities got word of the group's objective and had rushed on to Philadelphia to halt it, but the machinery of the Soviet agents seems to have been working nicely and they managed to slip out of the port unhampered.

Known for Radical Ideas

Bailey is about thirty years old. He is a West Indian Negro, served with the British Army in the World War and came to the United States upon demobilization. He worked at wagon painting and other trades and latterly, before his departure, became an idler and played the lotteries steadfastly. At the house at 853 St Nicholas Avenue, where he lived, he was known for his radical ideas and his attempts to convert all those about him to them. He gradually drifted to meetings where radicalism played a driving part and at one of which he was picked up by Fort-Whiteman.

It is known that the Federal authorities have had an eye on this phase of the Soviet's activities in the United States, but what the government officials are doing or planning to forestall its possible serious effects was not divulged.

MOSCOW AND AMERICAN NEGROS

By William Pickens

There are very few Negro Communists in the United States; more than a tenth part of the American population are Negro people, but not even a twentieth part, perhaps not one-fiftieth, of American Communists are Negroes. And yet, because some New York newspaper has just "discovered" the names and addresses of a few of these colored Communists, there is a great alarm and cry of "Help! Murder! Congress must do something about it!"

The fact is: the newspapers have not "discovered" anything—except to these people who are very ignorant of colored people's affairs. It is well known that there are some Negro Communists, and the constant wonder is that there are not more, considering the status of colored Americans. And it is also known that these Communists, like all other party politicians, have been doing, and will doubtless continue to do what they can to convert others to their way of thinking. But the outstanding fact is, what the papers do not seem to care to emphasize: That a much smaller proportion of Negroes than of whites have heeded the call of Communism, in spite of the relatively much more favorable situation of the Negro population.

It need not be forgotten that similar alarming misstatements were made concerning "German propaganda" among American Negroes during the World War.—In order to make this Russian menace sound still more alarming, one newspaper, speaking of Negro students that have gone to be educated in the "Eastern University" at Moscow, says: "From 50 to 100 of these instruments of propaganda have been shipped out of the United States," etc. But this is how to read that style of journalism: just take that minimum figure, 50, and take away the zero, and you have the correct number, 5. ONLY FIVE AMERICAN NEGRO STUDENTS could, after a long campaign, be induced to take advantage of the Soviet government's world-wide offer for people to come and study under free scholarships in their university at Moscow—but more than 1,200 other students of other colors accepted: white, yellow, eastern and western—American white people, English white people, German white people, French white people, and many peoples from Asia. Only ONE NEGRO FROM AFRICA ac-

cepted. One of the five American Negro students died, so that the remaining "peril" is: one African, four live American Negroes, and one dead one. What a menace this is to the government and people of these United States!

The Russian government asked for only 12 American Negro students at the time—and all the hard efforts of American Communists could find only five that would accept. And that is how "Three black crows," when traced to the source, becomes "something not quite as black as a crow."

But now for the philosophy of the matter. We suspect that the reason why so much noise is made whenever anybody is reported to be trying to "arouse" American Negroes, is the fact that most American whites feel, deep in their souls, that the Negroes ought to be aroused. We fear those whom we oppress; we are afraid that they may do what we think they ought to do. Not a single newspaper (with the exception, strange to relate, of one newspaper of Richmond, Va., which commented on the radical leanings of the Negro Labor Congress two years ago) has emphasized this point: That the way, and the only way, to prevent Moscow or somebody else from ultimately arousing the American Negro is to treat the Negro with more justice. A people treated as Negroes are treated in America, is certainly (as it stated by a Cincinnati paper, but in a different spirit) "the weakest place in the American armor." If the American Negro proves, ultimately, to be more open to "foreign intrigue than are other elements of the population, it will be the failure of America rather than of the Negro. The Negro is but human, after all. The Cincinnati paper says the Russians have picked the weakest place in the American armor, and goes on to say, with an apparently different motive than that with which we are quoting them, that "it's high time the American people realized it."

It is indeed high time that the American white people should realize that in saving the nation against the entrance of any foreign influence through the Negro population, more good can be done in one year by defending the Negro against being burned alive in Mississippi and Missouri and from Jim Crowism and insult in Cincinnati, than could ever be done in a generation of "acts of Congress" and activities of the Department of Justice.

PRESS

JUL 1927

Painting Our Negroes Red

The Soviet leaders have hit upon a great plan to overthrow capitalism in the United States and inaugurate a government by the proletariat. They are going to make ranting reds out of our colored population. A few educated negroes of Chicago have undertaken the job. A number of them have been taking the communist course in the university at Moscow and others are to be sent over for that purpose. When they come back they will join the first few in a campaign of education of their colored brethren and sisters in the beauties of communism and proletarian despotism.

The misguided bolshevists are not the first to imagine that there is such dissatisfaction among the negroes of the United States and such inharmony between them and the whites as would make them an ideal foundation for revolution in America. They will be disallusioned, as others have been. Communism, especially the red radical sort, rests upon dissatisfaction, jealousy and ignorance. The havenots are arrayed against the haves, not because of genuine belief in some political or social theory, but merely because they belong to the moneyless and propertyless class. Change their condition in that respect and they cease to be communists.

The great majority of the negroes of the United States live in the south. Most of them are small property owners and the great majority are well satisfied with life as they find it. They are mighty poor material for bolshevism. The comparatively few who live in northern cities and industrial centers supply practically all the material the bolshevists can work upon, and Chicago is the hotbed of whatever race conflict there is. For all practical purposes there are many times as many white havenots in our American cities who are likely material for bolshevist converts than negroes. However, the Russian Soviet leaders can display their bad faith by pushing propaganda among the negroes, just as they have been doing it in the past by seeking to overthrow our government through re activity among the white proletaria It is all the same job.

Coal Mine Disasters and Diseases

A TRADE UNION PROGRAM OF PREVENTION

Facts established and recommendations offered as a result of a survey made by Harriet Silverman of the Workers' Health Bureau for the National Labor Health Conference held in Cleveland, June 18-19.)

300,000 coal miners, members of the United Mine Workers of America, have been on strike since April 1 to prevent a reduction in wages, a scaling down of working conditions and the destruction of their union—the most important in the American labor movement. In view of bitter struggle the miners are carrying on, the results of which will affect the whole labor movement, the following exhaustive study of conditions in the coal mining industry as they have a bearing upon the lives and health of the miners and picture not only the conditions under which they work but the callous attitude of the coal barons, is of exceptional interest.

Readers of The DAILY WORKER in mining territory can do a great service for their paper and the miners also by ordering bundles for distribution to striking miners. (Editor's Note.)

* * *

FIFTEEN years ago, Reuben Williams, a Negro miner was standing in "a deep railroad cut, when a landslide occurred and he was pinned between two boulders. Both his legs were crushed. They had to be amputated above the knees." Now "Reuben is an expert miner in the Glen Morrison mine of the Morrison Coal Co., West Virginia," according to a story printed in the 1925 issue of Coal Age. "It takes him longer to walk to his working place each morning, but he starts earlier and arrives when the rest do. Not having to stoop so much, he drills, blasts and loads his coal more easily than most men. The shortleggedness which is a handicap on the surface, stands him in good stead underground and his output of coal is as good as anybody's. . . . During two months recently he averaged 14 tons—drilled, blasted and loaded each working day. . . . Thin seam coal drove him to lose his legs and now it is giving him back an honest, independent living and a lot of personal satisfaction". . . . Losing his legs only made him a better miner, is the conclusion of the coal corporation. By the same logic, workers who are killed in the mines ought to be infinitely better off, relieved of the hazards of coal mining, and the struggle to make ends meet. By such reasoning the coal corporations evade the issue of wiping out present hazards. By such publicity we measure their brutal indifference to the cost in human life.

THE industrial waste charged against American business management by Secretary Hoover in his report of 1921 is nowhere more glaringly apparent than in the coal mines of the United States. If mismanagement and exploitation of raw material resulted merely in economic waste this would be indictment enough. But added to the waste of the natural resources of the country is the disregard of human life that is nothing short of criminal. Dangerous natural conditions combined with hazards that are controllable are snuffing out the lives of 2500 miners annually. 30,000 serious accidents, incapacitating workers for more than 14 days, and between 75,000 and 100,000 accidents where the disability lasts from 1 to 14 days, occur yearly. Conditions which make for this ghastly record affect approximately 850,000 workers employed in and around coal mines. Of this number 147,456 (20 per cent) are in the anthracite field and 584,985 (80 per cent) are in the bituminous.

IN an effort to cover up the wholesale slaughter in American mines, statisticians and other experts figure our death rate by output in tons rather than by the number of workers killed per thousand of full time workers. Dr. Royal M. Meeker, a statistician of international reputation has declared that "to measure deaths and liabilities of workers on a tonnage basis" is utterly erroneous and bad statistics . . . the only just and accurate basis is the main hours worked during which time the workers were exposed to the hazards of industrial accidents." Our mines contribute 42 per cent of the world's coal supply. The output per man per day in the bituminous mines of the United States is three times that of England and Germany, and in the past 30 years the daily output per man has increased by 67 per cent.

INSTEAD of giving miners increasingly better and safer working conditions what do we find? Speed-up methods and machinery, also the fact that the coal seams of the United States are thicker, easier to get at and we utilize more and larger machinery, are the reasons for this enormous output.

Labor – 1927

Unions, Strikes, etc.,

General

BLACK LABOR AND BLACK DIAMONDS

The great soft coal strike is on. Over 200,000 organized miners in the Central Competitive Field of Illinois, Indiana, Ohio and Western Pennsylvania have dropped their tools and left their accustomed places in the bowels of the earth. It promises to be a rather long struggle and whichever side wins, the result is likely to be somewhat disastrous in that it will destroy much of the business of the operators and may seriously cripple the miners' organization. Yet there was no other alternative. Flushed with profits, the operators have decided to crush the workers' organization for all time by their well known methods, viz., the open shop, hired gunmen, injunction-serving judges and starvation. The miners' union could do nothing less than to fight bitterly for the standard of wages and conditions of work so laboriously attained throughout the years. In this great struggle black and white union miners are marching side by side.

As in the great steel strike of 1919, the dominant factor in this struggle is the recently arrived Negro migrant who constitutes the backbone of the industry in the non-union soft coal fields. Thousands of them have been brought into the great soft coal fields of West Virginia, Kentucky and Tennessee, herded into company houses, handed out company paternalism and paid from two to three dollars less per day than union men. For some years there has been a struggle on the surface between the operators in the Southern and the Northern fields. Under the surface, however, there was no struggle at all, since through interlocking directorates the larger companies in both fields are controlled by the same people. Great efforts have been made by the operators to develop the Southern field because it is non-union and because there is a ready supply there of black and white workers, ignorant of their best interests and how to protect them. The United States Bureau of Mines estimates that from 25 per cent of the nation's output of soft coal, the production in the non-union Southern field has leaped to over 65 per cent. Thus the Southern field grows in importance while the Northern field declines, yet it is the Northern field and its militant, organized miners with their higher wages and better working conditions that sets the standard for the Southern. If the union miner did not get six dollars a day, the non-union miner would not get four, so on all along the scales of wages and conditions of work.

As the situation stands today, the black worker can make or break either the operators or the miners' union. The future of the soft coal industry rests in the hands of the Negro. With the cessation of work in the Northern field, production will naturally increase in the Southern field. From 65 per cent of the total soft coal output, the production in this field may increase easily to 80 or 90 per cent. This means that if the underpaid non-union Negro workers in the West Virginia-Kentucky-Tennessee field, along with their "scabbing" white fellow workers, do not make common cause with the organized black and white workers to the North, the unions are doomed to defeat. And let it not be forgotten that in defeating the unions, the non-union miners are delivering themselves a body blow since their scale of wages is based on that of the organized men.

One of the tragedies of this conflict is the fact that its significance is practically lost to the average so-called educated Negro in the Southern coal field. Or when its significance is realized, this Negro, by and large, is too mendacious or cowardly to give the obviously proper advice. Those that are not owned body and soul by the operators, remain silent for economic reason. Here is a momentous struggle in which organized laborers are fighting grimly for decent wages, and proper protection on the job—both black and white unionists, if you please. A victory for the union means increased membership, greater prestige, and a nearer approach to the American standard of living for all miners. A victory for the operators means an extension of industrial feudalism, the further spread of the open shop, the lowering of wages and the general decline of living standards. The black miners in the non-union field will decide the issue.

NEGRO MINERS BIG ISSUE; LOYALTY SECURED IF CLASS FEELING REPLACES RACE PREJUDICE

By GEORGE PAPCUN

As the strike of the coal miners is fast approaching, it is well to review the role of the masses of the Negro workers in the mining industry, which they have played and are going to play in the coming strike.

The leaders of the miners' union were about the first ones to realize the problem because of the chaotic conditions which the coal industry is in. During the strike periods Negroes was used as strike-breakers and during periods of peace as a means towards lower wages.

But in the last few years the Negro has shown his ability to fight along with his white brothers, as was demonstrated in the strikes of the steel workers, of the textile strike in Passaic and of other strikes which have taken place lately. Also on the railroads he has been able to unionize himself, as for example the porters of the Pullman Company have organized.

Even at this late date, however, labor leaders do not appreciate the Negro worker as such, they can still issue statements such as Philip Murray, the international vice president of the United Mine Workers issued on March 24th. "White men and women and Negro men and women mix and mingle together," in a tone of reproach.

When the Negro came into the labor movement as he did in the miners' union, he was used as a political foot ball to fight against another section of the union by the reactionary officials.

John L. Lewis was able to buy leaders who developed from the Negro race in the miners' union by putting them on as organizers. Today this problem faces the miners' union and also the Negro race as such within the mining industry. First to bring the white workers and the Negro together for much closer cooperation than there was in the past. Second the develop leaders of the race who will also be leaders of the miners' union, who will be able not only to lead the Negro workers but who will lead the workers of both races. These two things cannot be done if the Negroes accept the leadership of John L. Lewis.

The only way is by developing the class consciousness of the Negro and also the white worker by making them see that they are one, that is that they are of the working class and that they cannot be separated because of racial lines.

John L. Lewis repudiates the class struggles although the unions because of their make-up and because of the way they are organized are naturally class instruments for the working class. The Negro workers and especially the left wing of the miners' union must approach each other for the left wing believes in the class struggle and because of this a leadership can be developed among the Negro workers which will be uncorruptible. One of the tasks which faces the miners' unions today is the winning of the masses of Negro workers which have been repelled by John L. Lewis.

N. Y. HERALD TRIBUNE

JUL 1 1927

Negroes Not Pro-Soviet

No Support for Communism From the Great Majority

To the New York Herald Tribune:

In to-day's issue of your paper you published an article under the caption "Soviet Trains Negroes Here for Uprising," by M. Jay Racusin. Your giving this article front-page publicity would lead your readers into believing that there is a serious situation to be faced, in which the entire Negro race will be engaged. Articles of this type, while, perhaps, doing a great public service in exposing groups who are opposed to organized government, also do an injustice to the great majority who are law abiding, and who are working to gain the good will of other races.

That Negroes can organize has been given proof in the Garvey movement, but the fate of this organization has made the majority more considerate in the matter of deciding their affiliation with any movement which promises to better the social and economic conditions of our race. In this present Soviet movement it must be borne in mind that those who are the leaders are not representative of our race. They are the type of men whose first interest is the financial benefit that accrues to themselves. Men of this type can be used for any purpose—even though it be detrimental to their race, and they will just as soon work in opposition to the Soviets if more lucrative terms are offered them by any other group. This is the type that is hampering our progress.

Sensible Negroes are conscious of the fact that our recognition, as far as our ability is concerned, does not lie in any resort to force of arms. We are also aware that there is greater tolerance toward us to-day than ever before in our uphill struggle. I am sure that all sensible readers of your valuable paper are aware that the majority of the Negro race are not pro Soviet.

CYRIL A. WILSON.

TIMES

AUG 1 1 1927

COMMUNISTS' PARTY GOES TO BOSTON EARLY

20 Sacco Sympathizers Leave by Bus Before Strikers Return to Work—Others Go by Rail.

The "On-to-Boston" movement organized by Communists in New York City who staged the Sacco-Vanzetti demonstration in Union Square on Tuesday got under way when a bus filled with sympathizers started from Union Square for Boston before the needle-trades workers who had taken part in the numerous one-day strikes on Tuesday, were on their way back to work. After the departure of the first bus load, it was announced that additional sympathizers by bus and train from New York and elsewhere would number approximately 1,000 when they reached Boston to take part in the protest demonstration at the Charlestown Prison if the police permit such a protest.

The motor bus New York started from headquarters of the Sacco-Vanzetti Emergency Committee at 80 East Eleventh Street at 7:30 o'clock in the morning. Twenty passengers were taken aboard the bus at the committee headquarters, and the few remaining seats of the bus were filled by a stop at the Hotel Astor. On the sides of the bus were streamers reading, "Sacco-Vanzetti Freedom Delegation. Sent by the New York Sacco-Vanzetti Emergency Committee."

Among those who went by rail were Miss Rose Baron, Secretary of the committee; Charles Nemeroff, organizer, and Pearl Halperin, both of the United Workers' Cooperative Association.

Those making the trip by motor bus included Rex Stout of the American Civil Liberties Union, William Patterson, President of the American Negro Labor Congress; Harriet Silverman of the Workers' Health Bureau; William Gropper, caricaturist; James Greshberg and J. Frischman of the Amalgamated Food Workers, J. Offbau of the Iron and Bronze Workers' Union, Clarinea Michelson of the Paper Box Workers' Uinon, and Carlo Tresca, director, of the Sacco-Vanzetti Emergency Committee; Ellen Dawson, Secretary, and Gus Deake, President of the Textile Workers' Union, and Alfred Wagenknecht of the Passaic International Labor Defense.

MOSCOW AND THE AMERICAN NEGROES

BY WILLIAM PICKENS.
For The Associated Negro Press.

There are very few Negro Communists in the United States: more than a tenth part of the American Negro people, but not even a twentieth part, perhaps not one fiftieth, of American Communists are Negroes. And yet because some New York newspaper has just "discovered" the names and address of a few of these Colored Communists, there is a great alarm and cry of "Help! murder! Congress must do something about it!"

The fact is: the newspapers have not "discovered" anything,- except to these people who are very ignorant of colored people's affairs. It is well known that there are some Negro Communists, and the constant wonder is that there are not more, considering the status of colored Americans. And it is also known that these Communists, like all other party politician, have been doing, and will doubtless continue to do what they can to convert others to their way of thinking. But the outstanding fact is, what the papers do not seem to care to emphasize: that a much smaller proportion of Negroes than of whites have heeded the call of Communism, in spite of the relatively much more unfavorable situation of the Negro population.

It need not be forgotten that similar alarming misstatements were made concerning "German propaganda" among American Negroes during the world war. In order to make this Russian menace sound still more alarming, one newspaper, speaking of Negro students that have gone to be educated in the "Eastern University" at Moscow, says: "From 50 to 100 of these instruments of propaganda have been shipped out of the United States," etc. But this is how to read that style of journalism: just take that minimum figure, 50, and take away the zero, and you have the correct number, 5. Only Five American Negro Students could, after a long campaign, be induced to take advantage of the Soviet government's world-wide offer for people to come and study under free scholarships in their university at Moscow,--but more than 1,200 other students of other colors accepted: white, yellow, eastern, and western,-- American white people, English white people, German white people, French white people, and many peoples from Asia. Only One Negro From Africa accepted, One of the five American Negro students died, so that the remaining "peril" is: one African, four live American Negroes and one dead one.--What a menace this is to the government and people of these United States!

The Russian government asked for only 12 American Negro students at the time,-- and all the hard efforts of American Communists could find only five that would accept.--And that is how "Three black crows" when traced to the source, becomes 'something not quite as black as a crow."

PUBLIC LEDGER
PHILADELPHIA, PA.
JUL 1 1 1927

MOSCOW AND THE NEGRO

Soviet Propaganda Has Had Small Effect Upon Colored Americans

To the Editor of the Public Ledger:

Sir—There are very few Negro Communists in the United States. More than a tenth part of the American population are Negro people, but not even a twentieth part —perhaps not one-fiftieth — of American Communists are Negroes. And yet, because some newspaper has just "discovered" the names and addresses of a few of these colored Communists, there is a great alarm and cry of "Help! Murder! Congress must do something about it!"

The fact is, nothing has been "discovered" —except to those persons who are very ignorant of colored people's affairs. It is well known that there are some Negro Communists, and the constant wonder is that there are not more, considering the status of colored Americans. And it is also known that these Communists, like all other party politicians, have been doing and will doubtless continue to do what they can to convert others to their way of thinking. But the outstanding fact is, that a much smaller proportion of Negroes than of whites has heeded the call of Communism, in spite of the relatively much more unfavorable situation of the Negro population.

It need not be forgotten that similar alarming misstatements were made concerning "German propaganda" among American Negroes during the World War. In order to make this Russian menace sound still more alarming, some one speaking of Negro students that have gone to be educated in the "Eastern University" at Moscow says: "From fifty to a hundred of these instruments of propaganda have been shipped out of the United States," etc.

But this should read this way: Just take that minimum figure fifty and take away the zero and you have the correct number, five. Only five American Negro students could, after a long campaign, be induced to take advantage of the Soviet Government's world-wide offer for people to come and study under free scholarships in their university at Moscow, but more than 1200 students of other colors accepted: white, yellow, Eastern and Western — American white people, English white people, German white people, French white people and many peoples from Asia.

Only one Negro from Africa accepted. One of the five American Negro students died, so that the remaining "peril" is: One African, four live American Negroes and one dead one. What a menace this is to the Government and people of these United States!

The Russian Government asked for only twelve American Negro students at the time —and all the hard efforts of American Communists could find only five that would accept.

* * *

But now for the philosophy of the matter: We suspect that the reason why so much noise is made whenever anybody is reported to be trying to "arouse" American Negroes is the fact that most American whites feel deep down in their souls that the Negroes ought to be aroused. We fear those whom we oppress; we are afraid that they may do what we think they ought to do.

* * *

One paper of Richmond, Va., which commented on the radical leanings of the Negro Labor Congress two years ago, has emphasized the point that the way, and the only way, to prevent Moscow or somebody else from ultimately arousing the American Negro is to treat the Negro with more justice. A people treated as Negroes are treated in America is certainly, as is stated by a Cincinnati paper but in a different spirit, "the weakest place in the American armour."

If the American Negro proves ultimately to be more open to "foreign" intrigue than are other elements of the population, it will be the failure of America rather than of the Negro. The Negro is only human, after all. The Cincinnati paper says the Russians have picked the weakest place in the American Armour, and goes on to say, with an apparently different motive than that with which we are quoting them, that "it's high time the American people realized it."

It is indeed high time that the American white people should realize that in saving the Nation against the entrance of any foreign influence through the Negro population more good can be done in one year by defending the Negro against being burned alive in Mississippi and Missouri and from Jim Crow-ism and insult in Cincinnati than could ever be done in a generation of "acts of Congress" and activities of the Department of Justice.

WILLIAM PICKENS.
New York City, July 6, 1927.

NEW YORK
Mail & Eve. Telegram

JAN 14 1927

FEW "REDS" IN U. S. ORGANIZED

Prosperity Cripples Their Propaganda—Calles Opposed by Communists.

WASHINGTON, Friday (U. P.). - Communist activities which were stressed as a menace to American prestige in the western world by Secretary of State Kellogg, were said at the State Department today to be of limited character.

Department experts stated there was no evidence to connect President Calles of Mexico with international Communists. In fact, they said that part of the time the Communists have been fighting Calles as bitterly as they have fought the United States.

Small Group in United States.

In the United States Communist activities are confined to a relatively small group, experts at the State Department said.

"America is too prosperous and the American people are too sound to pay any attention to these discontented elements," one expert said when asked if he took the Reds in the United States seriously.

He revealed that the Workers Party, which is the chief Communist political organization in the United States, has about 16,000 members. The department understands it is about to transfer its headquarters from Chicago to New York.

C. E. Ruthenberg, a well-known agitator, is the dominating figure. The State Department is informed that varying amounts of money are furnished to this organization by the Russian Communists at intervals and that the party also raises funds of its own.

Roster of Reds.

The department's expert gave the names of the leading organizations as follows:—

1. Red International Trade Union League, an auxiliary of the Communist International.

2. Trade Union Educational League, iceminated by W. Z. Foster, the radical steel strike leader of eight years ago. This is the organization through which the foreign Communists are trying to get control of the labor movement in the United States.

3. All - American Anti - Imperialist League, created by the Workers' Party to carry out its policy of arousing Central America.

4. The Young Workers' League, to propagate Communist doctrine among youths.

5. The Young Pioneers, to propagate Communism among children.

6. The International Workers' Relief to raise funds to defend Communists in the courts.

7. International Labor Defence League to assist Communists who are arrested.

8. The American Negro Labor Congress, to spread propaganda among negroes.

Opposed by Labor.

The American Federation of Labor has fought Communists more aggressively than any other organization. It is a strong supporter of Calles.

The Pan-American Federation of Labor, dominated by the American Federation of Labor and the Mexican Federation of Labor, which are closely allied, are also pro-Calles and strongly anti-Red.

The Communist press in the United States numbers, according to the State Department, twenty-two publications with a total circulation of about 200,000.

Labor 1927

General

Unions, Strikes, etc.

Labor's Plans and Problems

Negro Changes His Attitude Toward Trade Unions

Defender. 12/17/27. Chicago, Ill.

By JOHN J. LEARY, JR.

(In New York World, Dec. 11)

These are busy days in the labor world. Between strikes, threats of strikes, injunctions and jurisdictional disputes the leaders of the unions and their members have much to discuss. Because of this pressure of what might be termed personal business, what must seem to many the most significant labor development of recent years has come to pass with scant publicity and scantier appreciation of what it means.

I refer to the remarkable change of attitude on the part of the Negro community toward the trade unions, immediately due to the refusal of the Pullman company to recognize the right of its porters to join an organization of their own choosing and be represented by agents of their own choice in wage negotiations with the company.

Change Is Evident

The change was evidenced most convincingly in the recent meeting of a most representative group of Negroes in the rooms of the Urban league in Harlem, though the change is by no means a local phenomenon. As was to be expected, the meeting unqualifiedly indorsed the demands of the porters. That was important. More important, however, was who did it and how they did it.

And now, having done it, these men and women, leaders of their race in fact as well as in name, proceeded to cast race prejudice to one side, to ignore possible personal consequences and squarely to recognize that the Negro is an integral part of our industrial system as well as the responsibility of the 2 per cent of the Negro population that make up the professional and business groups to the less fortunate 98 per cent who do manual labor.

To get the significance of this, one must recall three things—one, that since slavery days until now the Negro has considered himself a person apart from the mass of white laborers; two, that the well-to-do and better educated Negro has been inclined to let the laborer work out his problems unaided; and, third, the natural conservatism of the Negro. Indeed the professional element, and particularly the clergy, was cold to, if not openly opposed to, the unions; the other 98 per cent was cold.

For this condition, the whites have been more to blame than the blacks. Until 1919 the American Federation of Labor blinked at the color line. In that year, over the bitter opposition of a few, the federation decided to issue charters direct to the Negro members of crafts the international unions of which drew the color line. It was belated recognition of the fact that the Negro was becoming a real factor in mills and mines and factory.

The response of the Negro to this action by the federation was not immediate. Indeed, the Negro was suspicious of it as he was resentful of the fact that in most trades his sole opportunity to work was when he was needed as a strike breaker, his occupation usually ceasing when the strike was settled.

More recently, however, he has been coming into the unions.

Has Been Getting Recognition

And he has been getting recognition in some unexpected ways. For example, the white majority of a plasterers' local in Philadelphia elected a Negro business agent and point with pride to the fact that he is efficient. Even in the hitherto almost excluively Jewish needle trades the Negro is becoming a real factor.

Generally speaking, however, the old spirit of aloofness has persisted. Sentiment was changing, but the change was so slow as to be almost imperceptible.

I knew of the tendency to change, as did most men whose business it is to know what is doing in the industrial world, but I was not prepared for what I saw and heard in the recent Harlem meeting.

It was small; there were perhaps 75 persons present. It was selective to the point of exclusiveness; yet it was democratic.

In it were the pastors of the largest Negro churches in the five boroughs, lawyers of real standing, real estate men whose annual volume of business many a prosperous white broker might envy, busy physicians, social workers and representatives of the most powerful fraternal organizations of the Race.

Basically and essentially it was a high grade gathering with the politician and others who have exploited the Negro conspicuous by their absence.

With a single voice in opposition the conference squarely went on record for the porters, declared against Negroes taking work as strike breakers, against "government by injunction" and for the Amalgamated Association of Street and Electric Railway Employees in its fight with the Interborough. In a word, it went the full route with the American Federation of Labor.

Such a meeting, such action by such a meeting, would have been impossible two years ago. It would, in fact, have been impossible to have gotten most of the men and women in that meeting into a labor conference two years ago. A private canvass of those who made it up would have shown the great majority emphatic in opposing any tie up with trades unions.

A squarer recognition of the fact that the Negro is part and parcel of the labor movement could not be imagined.

Defender Is Mentioned

More important than anything else, however, is the accumulation of proof that the action of the Harlem meeting represents something more than local feeling. From other center, Washington, Chicago, Boston and Kansas City, to mention a few, comes evidence of the changing front. Perhaps as significant a bit as any is the position taken by The Chicago Defender, perhaps the most important Negro publication in America, with a circulation of 250,000. It is not so very far back that this powerful publication was the most neutral in labor matters. Some would go further and say it was anti-union. Now it is squarely for the Negro taking his place and assuming his full responsibilities in the labor movement.

Also it seems evident that meetings such as that recently held in Harlem will result in the setting up of what might be called a national conference board to handle and direct the new activities of the Negro.

The immediate business of such a conference will be in the words of the Harlem conference, to "mobilize public opinion behind the Pullman porter and finance him in any conflict he may have with the Pullman company."

This mobilizing of Negro public opinion is, in my judgment, of more importance to the white members of trade unions than to the Negro, important though it be to him. It will, for example, help the United Mine Workers in organizing in the West and Southwest and thus choke off the supply of Negro labor for non-union mines. It will help in the organizing of the transportation and culinary trades. It will help in building trades, where the Negro is becoming more and more of a factor.

The change has been long and earnestly desired by such men as William Green, president of the American Federation of Labor, and his associates. Mr. Green and his New York representative, Hugh Frayne, have given the Negroes every sympathetic aid and assistance; they have collaborated with A. Phillip Randolph, Roy Lancaster and Frank T. Crosswaite, to name a few of those who have borne most of the real burdens. The real promoters, however have been Pullman officials, who by every trick and device known to open shoppers, have opposed the organizing of the poorly paid porters.

I may be wrong, but it is my judgment that the men and women of the recent Harlem conference made industrial and social history.

Labor - 1927
Unions, Strikes, etc.,

Georgia.

Labor's Chief Here Thursday

President Green Will Speak At City Auditorium

William Green

President William Green of the American Federation of Labor will speek in Savannah on Tuesday evening at the Municipal Auditorium on Americanism, word to this effect having been received by George L. Googe, president of the Trades and Labor Assembly in Savannah.

The address will begin at 8 o'clock and will undoubtedly be of great interest to the people of the city. Mr. Green is considered a man of pleasing oratorical powers. The Trades and Labor Assembly had been counting on labor's chief coming to Savannah some time this year and it was delighted to learn that the visit would be so early in the year.

Special reservations have been made for colored labor union members and their friends to hear Mr. Green Tuesday night and it is hoped that as many as possible will avail themselves of this privilege to listen to America's foremost labor leader.

Tribune
1-20-27
Savannah, Ga.

Labor 1927 — Illinois.

Unions, Strikes, etc.

Have We Forgotten Centralia?

TO THE EDITOR OF THE NATION:

SIR: Silence from the liberal press, to its disgrace, surrounds an American Legion crime worse by far than any of its other outrages. While the Legion elite are drunk somewhere in France, where they dodge the ghosts of Sacco and Vanzetti, permit me to remind you of the Legion's most fiendish crime.

How about Centralia? There the Legion raided our I.W.W. hall on November 11, 1919, at the instance of King Hubbard of Lumberlust, now happily dead. Our members legally defended their lives and hall against the tools of the king. Four tools paid with their lives. They turned their parade into a funeral for themselves. Fellow-worker Wesley Everett, I.W.W. member, was unsexed and lynched that night by Centralia business men who had ordered the power-house of the city to cut off the lights. The doctor who operated on Everett en route to the lynching-ground received a high political appointment as his reward from the then governor, Louis F. Hart.

Eight men are in Walla Walla Prison on a frame-up murder charge. How long, liberals, how long? Shame on you!

Chicago, October 26 JOHN A. GAHAN,
Editor, *Industrial Solidarity*

NEGROES LEAVE FRANKLIN CO. TO AVERT RACE RIOT

Miners and Klansmen Tell Colored Laborers They Are Not Wanted; Urge Them to Leave

BENTON, Ill. Oct. 4—Despite opposition from the Klan and the I. W. W's of Franklin county, the Illinois Central Railway brought several thousand colored workers into the neighboring communities to work on the New Edgewood cutoff but since the cutoff is almost completed many thousands of the workers have left Benton and nearby counties. Ever since the colored men has been employed by the railroad he has been a target for numerous threats.

Not until the mines closed and several thousand union workers were thrown out of work, did the klan spirit arise to its supreme heights. Notes were sent to our prominent race leaders in this section, demanding that they move. One man received a note which read:

"Well, I will tell you what would be better for the Negroes, if they value their lives and that is they must get out of this town, because we white folks don't want you."

Many such letters have been received.

Beneath the surface there were cross currents of sentiment which made the presence of the blacks a constant menace during all their employment in the county. The opposition of the Negroes was based on both racial and economic reasons.

Few Negroes In The County

Franklin county has a number of klansmen and, in addition, until the railroad laborers came in, there had been no Negroes living in the county. The few who had come in before had been told they were not wanted and soon left.

A large section of the population of the county are members of the coal miners' union. They have been out of work for months since the mines closed, due to the wage scare fight. The miners appealed to the construction company during the work for the Illinois Central, asking that they be given the jobs, but the management decided the Negroes were more fitted for the heavy toil during the hot summer and retained them in their camps. The construction company managed to keep down serious trouble, by keeping their workers fairly well confined to the camp.

TRIBUNE
CHICAGO, ILL.

SEP 26 1927

NEGRO EXODUS AVERTS FRANKLIN COUNTY TROUBLE

Miners Objected to I. C. Laborers' Camps.

Benton, Ill., Sept. 25.—[Special.]—An exodus of Negro laborers, who for months have been employed in constructing the new Edgewood cutoff of the Illinois Central railroad, has relieved a tense situation in Franklin and the nearby counties.

The exodus was due to two causes, the near completion of the roadbed of the cutoff, and the fact that the Negroes have been the targets of numerous threats.

Two Causes for Opposition.

Beneath the surface there were cross currents of sentiment which made the presence of the blacks a constant menace during all their employment in the county. The opposition to the Negroes was based on both racial and economic reasons.

Franklin county has a number of klansmen and, in addition, until the railroad laborers came in, there had been no Negroes living in the county. The few who had come in before had been told they were not wanted and soon left.

A large section of the population of the county are members of the coal miners' union. They have been out of work for months since the mines closed, due to the wage scale fight. The miners appealed to the construction company doing the work for the Illinois Central, asking that they be given the jobs, but the management decided the Negroes were more fitted for the heavy toil during the hot summer and retained them in their camps.

Threats Sent to Negroes.

Since then many threats have been sent to the Negroes. Often at night there were disturbances and shots near the temporary camps occupied by the blacks, and armed men delivered notes telling the Negroes to leave. These notes became more and more menacing and finally contained open warnings of violence.

There have been several minor clashes between the races when the Negroes entered the towns of the county, but the officials of the construction company avoided possibility of serious trouble by keeping the Negroes fairly well confined to the camps when not actually at work.

Now most of the imported laborers are gone and the work is almost complete. Except for some spots the roadbed is ready from Benton to Edgewood and it is expected that the road will be ready for operation to carry the coal from the Franklin and Williamson county mines as soon as they reopen.

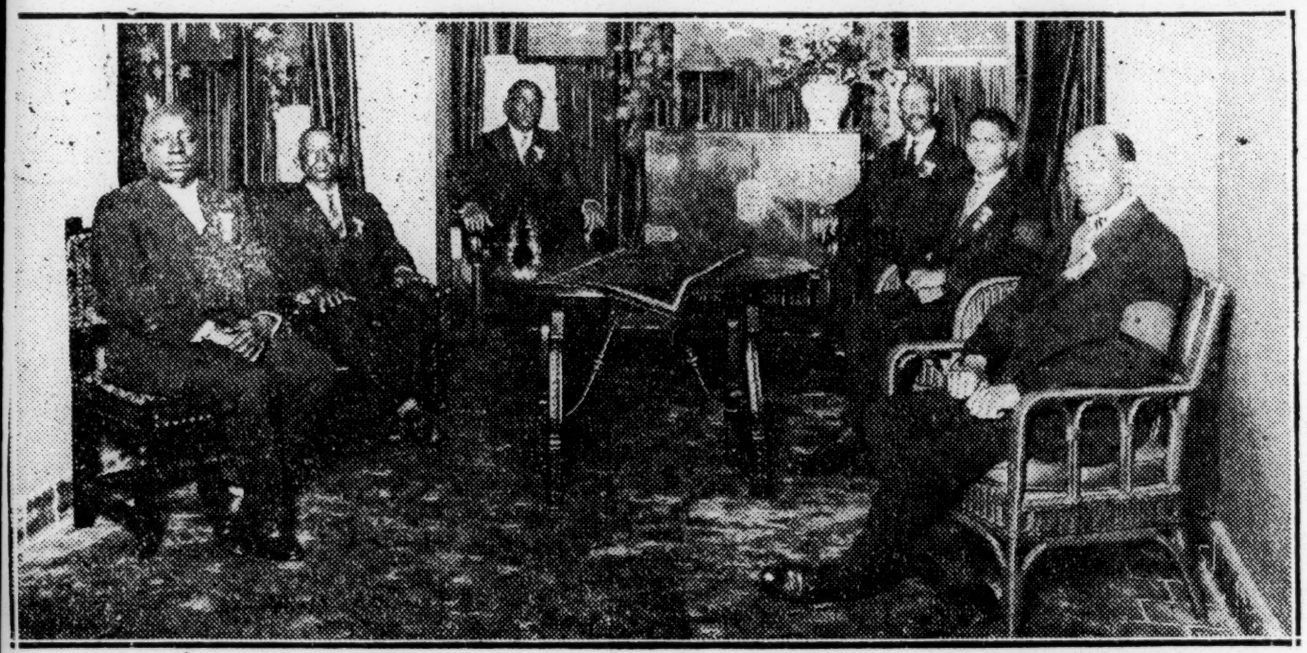
CHICAGOAN AND SOUTHERNER NAMED ON INDUSTRIAL BOARD

Henry J. Pope, Jr., a Pullman porter of Nashville, Tenn., and W. H. Townsend, a car cleaner of Chicago, were chosen electors at the second annual meeting of employee representatives of the industrial relations department of the Pullman company, held Wednesday at the Pullman building, Adams St. and Michigan Ave.

Pope and Townsend were the only members of our Race to be so honored. Mr. Pope will represent the porters and maids of his district, while Townsend will sit in on the hearings of the car cleaners and laborers of the Chicago southern district.

More than thirty-five employees of the company, the majority of whom were white, attended the session. The election of Pope and Townsend as representatives to this board is considered an honor. Fifteen Race employees, including Perry Parker, president of the Pullman Porters' Benefit association, who recently returned from Memphis, Tenn., where he attended the installation ceremonies of the officers of local 27, were among those present.

DELEGATES TO SAFETY CONGRESS



A group of delegates to the 16th annual Safety congress, held at the Stevens Hotel, Eighth St. and Wabash Ave. These men were chosen to represent the seven zones in the Pullman service. They are, from left to right: John Rhoades, Pennsylvania terminal district, New York city; Benjamin Robinson, Portland, Ore.; C. S. Hill, New Orleans, La.; W. H. Mitchell, Jacksonville, Fla.; J. C. Burton, St. Louis, Mo., and T. E. Brown, Chicago. E. C. Roundtree, representing Boston and the eastern district, is not known in the picture. Of more than 22,000 registrants at the hotel, these are the only members of our Race.

Labor-1927.

Unions, Strikes, etc.,

Iowa.

Union Negro Auto Workers

DesMoines, Jan. 10—The industrial union movement has struck Des Moines automobile row. Negro employees of many of the automobile accessories [illegible] organized for the purpose of improving working conditions and to furnish employers with competent help. The organization will be known as the Automotive Workers' Association, with Robert Sims of the Kruidenier-Cadillac Company, as president. A membership rally has been called to be held January 9th in the Burns Methodist Episcopal church, which will be addressed by Mayor Fred Hunter.

1-13-27

There is much bitterness among Negroes because of the fact that for years the unions closed their doors to them altogether. The late Samuel Gompers, however, in his later years moved for admitting them, successfully. But the principle is not yet of wide application.

The Bystander suggests the state's business goes elsewhere because of labor politics in the state. That may be unjust, but the Negroes could not make the charge if they were in the unions. Labor has to ask itself if it can afford to alienate the Negro, just as it is sure the best interests of the Negro laborer are in organization with the labor movement.

Negro Automotive Workers Form Union

Des Moines, Iowa—Sunday, January 9, Mayor Fred Hunter addressed the newly organized union organization of colored employees of automobile accessories agencies, the Automotive Workers' Association, Robert Sims, of the Kruidenier-Cadillac Co., president. The meeting was held at Burns M. E. Church.

The workers have organized to improve working conditions and to furnish employers with competent help.

DES MOINES

IOWA

Negro in the Unions.

The Bystander, newspaper of the Des Moines Negroes, comments on the complaint of President Lewis of the Iowa Federation of Labor and others that the state is sending business out of Iowa.

The Bystander says, very pertinently, that the unions and the rest are not talking to the Negroes. It reminds President Lewis that Negroes are not admitted to many unions and in the few they are in the white workers will often refuse to work on the same job with them.

Louisiana

Unions, Strikes, etc.

Race Longshoremen Pitch Bloody Battle

New Orleans, La.—One hundred and fifty colored longshoremen, both union and nonunion, have been arrested and lodged in the parish prison on the charge of rioting, fighting and intimidation; and several are charged with murder. The feeling between the two groups trace back to the longshoremen's strike three years ago, police say, when nonunion men are alleged to have broken the strike.

The union men recently completed a reorganization of their association and Labor Day celebrated with a parade through the business district, under a police permit headed by a brass band. That evening it is said the nonunion longshoremen attacked the union men and police reserves were ordered to the docks. The struggle has been a bloody one.

Ike Lewis, longshoreman, was attacked by an unidentified man and shot to death. Arthur Henry, white foreman of Robin Street wharf, has been arrested charged with beating John W. Brown, suspected of being a union man whom he discharged. Willie Hill, nonunion longshoreman, was attacked by four men and is in a serious condition. Lenox Reed, Negro, was assaulted by a group of white union and nonunion men and is expected to die. James Mack, longshoreman, who hasn't worked for two years, was shot and is expected to die at any time.

The harbor presents the appearance of a sector of the world war, with police armed with riot guns, tear bombs, and all the implements of slaughter, guarding vessel owner interests day and night at the expense of the tax payers of this city in order that the unions may be starved into submission.

After the strike three years ago, men from rural districts were imported to take the place of white and colored longshoremen who were locked out because they dared ask a living wage. These importees who previous to their arrival in New Orleans were content to live on red beans and rice, go bare-footed, wear jumpers and overalls, began to feel a tinge of city life and began to spruce up. The wage paid them by the vessel agents would not permit this and as a result many joined the union of their class and demanded more money. They were summarily discharged.

On Labor Day two thousand were on the books of the local secretary. Tuesday morning after the Labor Day parade these men appeared on the docks asking for employment and were attacked by the nonunion forces which precipitated the riots and deaths. The vessel interests are determined to break up the union and are backed up in this move by the police department, controlled by a political administration elected by the voters of the laboring people, and who now ask these same laboring men and women to support their candidate for governor, Congressman Wilson.

Maryland

Unions, Strikes, etc.

COLORED LABOR HELPED BUILD THE B. & O. R. R.

Pageant Celebrating 100th Anniversary Reorganizes Their Contribution

R. R. AIDED UNION IN THE CIVIL WAR

180 Battles And Fight Of John Brown Made Beside The Tracks

Celebrating its 100th Anniversary here this week, the Baltimore and Ohio Railway gave a prominent place to the part the race has played in its development when Fearless Williams, employee in the central offices here, was cast in a stellar part in the pageant setting forth its birth at the Lyric theatre.

The pageant, which was witnessed by nearly 2,000 people, was elaborately set and costumed against a background of 1827 when the system was organized and following which the horse drawn train slowly moved off to Ellicott City. There were three episodes represented and Fearless Williams appeared in the second episode when Charles Carroll of Carrollton, signer of the Declaration of Independence, laid the first stone in 1827.

Has Great History

Records of the Baltimore and Ohio show that race labor and effort not only played a great part in the deveolpment of the system, but that the road played a great part in that stirring history surrounding the Civil War and emancipation of the group.

There were 180 battles of the Civil War fought on or near B. & O. tracks and the famous attack of the Immortal John Brown was made on the side of the tracks of the railroad at Harper's Ferry. Records also show that in the laying of the first tracks until to-day race labor has played an important part.

659 In Dining Service

According to E. V. Baugh, Manager of the Dining ar Department, says that there are 659 colored men and women employed in his department alone and that they are among the best in the world. Speaking especially of the cooks, he says, the B. & O. combed the land to find them and that they represent the best, the highest achievement in the culinary art. Any of them could write a book of master recipes, he says, and know how to prepare a meal to the Queen's taste.

Special reference was also made to the promotion system employes by the railroad and in which an employee may rise to the top of this department. A recent example was the appointment of Joseph Press as supervising steward.

Afro-American 3-5-27 Baltimore, Md.

Labor - 1927
Unions, Strikes, etc.,

Mississippi.

TRANSCRIPT
BOSTON, MASS.

DEC 31 1927

NEGRO LABOR CONFERENCES

Two Sessions Planned for Next Week in Boston Will Discuss Many Matters of Importance

Two negro labor conferences are scheduled for next week in Boston and those in charge state that a number of speakers of prominence will be heard in discussion of matters of world-wide interest.

The more important of the conferences will be held on Wednesday, Jan. 4, in the Public Library. It will be along the lines of the first conference of the kind which was held in New York on Dec. 22 which, in addition to the affairs of the Brotherhood of Sleeping Car Porters, took up problems of organized labor and negro worker and injunctions, the negro worker and strikes, the negro worker and health, the negro worker and the church and education.

Bostonians who have signed the call for the conference include Charles L. Reed, who represents the American Federation of Labor; Butler R. Wilson, representing the National Association for the Advancement of Colored People; Eugene Gordon, Alfred Haughton, Professor John Orth, George E. Roewer and Rev. C. A. Ward.

Preceding this conference, a mass meeting will be held on Tuesday night in the Ebenezer Paptist Church on West Springfield street. This will be under the auspices of the Brotherhood of Sleeping Car Porters. Speakers will include Rev. Mr. Ward, who is pastor of the church; Joseph Bearak, A. Philip Randolph and Frank B. Crosswaith, who, respectively are general organizer and special organizer of the association of porters. Rev Mr. Ward will preside and the topic of Mr. Randolph's address will be "The Negro Worker Faces America."

The third conference on the list will be held in Washington on Jan. 8 and 9, and on Jan. 11 the porters' hearing before the Interstate Commerce Commission will be held.

Unions, Strikes, etc.

WHITE UNION MEN ATTACK BRICKLAYERS

Highland Near Fourteenth Scene of Clash Yesterday Afternoon

Because a Negro brick contractor, P. A. Allen, refused to hire union bricklayers on a job and continued using men of his own race he was set upon yesterday afternoon by business agents of the union on Fourteenth street between Highland and Vine streets.

Allen had little difficulty beating off his attacker, who retired with several bruises and nicks in his face and head.

Police were rushed to the scene to pervent a general riot. Officers Dougherty and Taylor from No. 6 station went over to guard the premises and prevent any further trouble.

He "Must" Use Union Men

Mr. Allen was awarded the brick work on three store rooms being erected at 1613 East 14th street by Barney Tanhoff, general contractor. He began work on Tuesday. On Wednesday he was approached by business agents of the bricklayers union who told him he would have to use union men on the job or he would not be allowed to do the work.

(Note: Negro bricklayers are not permitted to join the union here in Kansas City and so "Hiring union labor" means hiring white labor).

"I have some men here," replied Mr. Allen, "who have been working for me as long as five years. They have families and need work and I'm going to work them."

"You work union men or you don't work at all," the union agents said.

After some more words they went away.

Jump on Him

Yesterday afternoon about 3:30 o'clock the union agents returned with more of the same talk about hiring union bricklayers. One word passed to another until one of the white men called Allen a name.

The little fracas was soon over, the white business agent being led away nursing marks from some hard blows from Allen. The men on the job backed up their employer but did not find it necessary to help him out.

White and colored policemen went to the scene to quiet any possible outbreak or follow-up.

Allen's Smallest Job

Mr. Allen, who came to The Call office immediately after the disturbance, said this present job was the smallest one he has handled in four years. He is working five bricklayers and three laborers.

Last year he laid a million brick on one job alone—the Troost Arms apartment house and store rooms at Twenty-sixth street and Troost avenue. On that job he worked 45 men. He has been a brick contractor in Kansas City for ten years. Mr. Allen lives at 1415 the Paseo. He is married and has one child.

KANSAS CITY, MO

SEP 21 1927

NEGRO BARBERS FORM GROUP AND RAISE PRICE

A Master Barbers' association for Negroes was organized last night at the Paseo Y. M. C. A. The members voted to increase their prices to 25 cents for shaves and 50 cents for haircuts.

Officers elected:
E. E. Gregory, president.
E. R. McFarland, secretary.
M. T. Hughes, vice president.
M. Peace, treasurer.

More than 1,000 barbers have been examined at the health office, 2231 Troost avenue, as required by a new city ordinance.

CONTAGIOUS DISEASES IN CITY BELOW NORMAL

POLICE ON GUARD AFTER LABOR ROW IN KANSAS CITY

Contractor Refuses To 'Fire Old Employees For Union Bricklayers

KANSAS CITY, MO., AUG. 24.—The police are on guard at 1613 E. 14th st. as a result of a melee Thursday which almost resulted in a riot when labor sluggers of the local union attacked P. A. Allen when he refused to hire Caucasian men on his contracting job instead of men of his own race.

The job at the 14th street address was begun Tuesday. Wednesday, Mr. Allen said he was approached by business agents of the bricklayers union who informed him that he would have to use union men or he would not be allowed to work. In response to this, Allen informed them he had some employees who had been working for five years He told the agents the men on his job were responsible ones with families and he would continue to let them work.

"You work union men or you don't work at all," was the terse reply of the agents as they left the place.

The following day the agents returned. Their conversation was along the same line but with greater emphasis. Suddenly one of them hurled an insulting remark at Allen only to be knocked down with a short left by the contractor. A few more "passes" were made and the "agent" was led away nursing a battered face. The police were rushed to the scene to prevent a general riot. Two officers were left to guard the place in the event of further trouble.

Mr. Allen workmen responded when the trouble started but found it unnecessary to interfere. This particular job is said to be the smallest Mr. Allen has under contract at present. Last year one of his jobs called for the laying of one million brick in the Troost Arms apartments.

In a statement to the press the contractor state dhe intended to proceed as heretofore because if he were to hire union men, he would be compelle dto use Caucasian laborers only, according to the law of the union here.

Labor — 1927

Unions, Strikes, etc.,

National Association of Colored Waiters and Cooks.

NATIONAL ASSOCIATION OF COLORED WAITERS AND COOKS TO BUY A HOME FOR AGED HOTEL WAITERS AND COOKS

Chicago, Illinois.—Information has been given from the office of the president of the National Association of Colored Waiters and Cooks, Mr. Chylow H. Brown, that the Executive Committee and Board of Trustees are negotiating a deal on a piece of property in the vicinity of Memphis, Tennessee, to establish an old waiters' home.

Globe

This will go a long ways to serve a purpose that is very essential. This organization, less than one year old, has made rapid progress in promoting the welfare of the race. They succeeded in cementing and strengthen the bonds of friendship and good will between employees and employers. Their scope of work is to establish in leading nniversities, chairs for the instruction of the culinary profession.

3-26-27

Nashville

Their next annual convention will be held in Harrisburg, Penn., in the month of August. Prominent hotel men of both races will be in attendance.

NATIONAL ASSOCIATION OF COLORED WAITERS AND COOKS TO BUY A HOME FOR AGED HOTEL WAITERS AND COOKS

Chicago, Illinois.—Information has been given from the office of the president of the National Association of Colored Waiters and Cooks, Mr. Chylow H. Brown, that the Executive Committee and Board of Trustees are negotiating a deal on a piece of property in the vicinity of Memphis, Tennessee, to establish an old waiters' home.

Globe

This will go a long ways to serve a purpose that is very essential. This organization, less than one year old, has made rapid progress in promoting the welfare of the race. They succeeded in cementing and strengthen the bonds of friendship and good will between employees and employers.

3-25-27

Nashville

Their scope of work is to establish in leading nniversities, chairs for the instruction of the culinary profession.

Their next annual convention will be held in Harrisburg, Penn., in the month of August. Prominent hotel men of both races will be in attendance.

WAITERS AND COOKS PLAN ANNUAL MEET

Courier 1-25-27

HARRISBURG, Pa., June 23.—(By P. N. S.)—Elaborate preparations are being made here for the entertainment of the delegates to the National Association of Colored Waiters and Cooks, which is scheduled to hold a four-day convention in this city, beginning August 23. The association which is only one year old will have representation from 36 states.

The local program committee has announced that the governor of the state, mayor of Harrisburg, president of the Chamber of Commerce and president of the American and United Hotel Association will greet the delegates with appropriate addresses. Reduced rates will be granted on all railroads.

Demonstrations in modern hotel service will be one of the features of the convention. Experts from many of the leading hotels will take part in the event. A parade will be held on August 25 in which bands will lead the various groups of delegates. The following night has been set for the grand ball. The association came to Harrisburg for its second annual convention upon the invitation of local white business men, who extended the welcome at the first annual meeting in Chicago last year.

Officers of the Association are Chylow H. Brown, president, Chicago; Morris A. Cowan, vice-president, Harrisburg, Pa.; S. R. Dunleavy, secretary, St. Louis, Mo.; C. Sullivan Carr, recording secretary, Chicago; Samuel Blevins, treasurer, Birmingham, Ala., and Albert G. Barnett, national organizer.

TELEGRAPH
HARRISBURG, PA.

AUG 22 1927

COLORED WAITERS CONVENTION OPENS HERE TOMORROW

Ten states are already represented by the forty members who have arrived in Harrisburg to attend the annual convention of the Association of Colored Waiters.

The convention opens to-morrow night with a "Civic Night" at the State Theater, and a program has been arranged for various activities during the entire week of the convention.

The Booker T. Washington Hotel is the headquarters of the convention and is extensively decorated for the occasion.

Morris Cowan, vice-president of the association, and C. B. Erwin, State director, have been making arrangements for the convention.

Waiters Re-Elect Brown President

Re-elect Chicago

HARRISBURG, Pa. Sept. 15—(PNS)—One of the most spectacular meetings of its kind closed here Friday when the president announced that Cleveland, Ohio, had been selected for the next meeting place of the National Association of Colored Waiters and Hotel Employees.

As early as Sunday delegates had begun to arrive, and Wednesday delegates from 36 states had gathered together for their second annual convention.

Tuesday night was Civic night, and addresses were delivered by such prominent speakers as Major George Hoverton. ex-Lieutenant Governor E. E. Beidleman, who made the welcome address in behalf of the city and state. Responses were made by W. Alonzo Locke, of Memphis, Tenn.; Albert G. Barnett of Chicago, and Rev. J. C. Austin, pastor of Pilgrim Baptist Church, Chicago, delivered the principal address. Fully two thousand were in attendance.

The grand parade was held Thursday and consisted of one hundred automobiles and with many beautiful floats and brass bands in line. Pathe's weekly were busy taking pictures which will appear on the screen in the near future. A feature of the parade was an auto decorated, which contained the president, Chylow H. Brown, vice president, Morris A. Cowan. They were kept busy acknowledging cheers along the line of parade. Mr. Cowan alone is responsible for the splendid success of the convention.

Brown Re-Elected

Thursday evening the banquet was held in the Penn Harris Hotel, the largest hotel in this city, attended by over three hundred guests. Mr. Haskins, manager, was made honorary member and placed on the advisory board.

The innaugral ball was held Friday evening at the Chestnut street auditorium. The officers of the association were presented.

The citizens of Harrisburg gave the visiting waiters and hotel employes a hearty show of welcome on every hand. The principal streets were beautifully decorated with flags and bunting, and every window held a sign of welcome.

The elected officers are: Chylow H. Brown, president, Chicago; 1st vice president, Morris A. Cowan, Harrisburg, Pa.; 2nd vice president, Albert G. Barnett, Chicago; 3rd vice president, Ralph Rowland, Cleveland, Ohio; 4th vice president, W. Alonzo Locke, Memphis, Tenn.; secretary, C. S. Victoria, St. Louis, Mo.; recording secretary, C. Sullivan Carr, Chicago; treasurer, Samuel Blevins, Birmingham, Ala.; director of budget, Wm. Wrightson, Louisville, Ky.

The next convention will be held in August, at Cleveland, O.. Many cities were placed in nomination but the Ohio boys came out victorious under the leadership of Mr. Cheyney, president of the Cleveland Branch.

Patriot

HARRISBURG
PENNSYLVANIA

AUG 23 1927

COLORED WAITERS TO CONVENE HERE TODAY

The annual convention of the Association of Colored Waiters opens today at the Booker T. Washington Hotel, North Seventh street. The first event will be "Civic Night" at the State Theater.

Arrangements are being made to accommodate delegates from several states, who are expected to attend the sessions of the convention. Morris Cowan, vice-president of the organization, and C. B. Erwin, State director, are in charge of the arrangements.

White Waiters, Cooks Had Instituted Boycott Because Negroes Were Hired

Workers Had Applied for Membership in Union, but Were Told "Nothing Doing" Because of Their Color

Harry E. Davis, member of the Ohio Legislature, has forwarded to the N.A.A.C.P., 69 Fifth avenue, a copy of an important decision by the Court of Common Pleas of Cuyahoga County, sustaining an injunction against a white union for boycotting a restaurant because the proprietor employed Negro help who had previously applied for and been refused membership in the union.

The proprietor employed waiters and cooks last year, paying them union wages, and the union said nothing about it. This year, in April, Edward Whissemore, business agent of the Waiters' Union, and Martin Spiegel, vice-president of the local, demanded of the proprietor that he employ white union members. This the proprietor declined to do.

In the meantime, at the request of their employer, the waiters went to Cincinnati to the international headquarters of the union, and applied to the secretary for a charter for a local for Cleveland. They were referred to Mr. Whissemore, who told them, "Nothing doing," and their efforts to form a local of the union ceased.

Thereafter the white union began picketing the restaurant, stationing automobiles in front of it which bore placards and signs reading: 'Wills' Terrace Garden Is Unfair to Organized Labor."

The Court, in its opinion, states: "At this length these facts have been here stated, and from them it appears that there existed no real trade dispute; both the employer and his employees are satisfied with each other, the standards of the union both as to wages and working conditions being observed. The employees wanted to affiliate with the union and the employer wanted them to, and they went to no little trouble trying to do so and were refused by these defendants solely because of their race."

The Court also says in its opinion: "The ideal of all union efforts is, and must be, the improvement of the social and economic condition of those who work, and the law seeks to protect the union in the fair accomplishment of such ideal. This boycott does not appeal to this Court of Equity as conforming to this standard. In its last analysis it is a case of white men opposing colored men. As this Court sees it, the only information these defendants could properly and truthfully give the public about plaintiff is that he employs colored people, and I do not believe these defendants care to advertise that fact as such.

"It does not appeal to this Court of Equity as fair for these defendants to say to the public that plaintiff is 'unfair to organized labor' under the undisputed facts. The motive prompting this attack on the plaintiff under these circumstances cannot be justified by this court. . . .

"This Court feels that, under all these circumstances, justice requires that the temporary restraining order prayed for be granted and such order may issue on the execution by the plaintiff of a bond in the sum of $600."

TELEGRAPH
HARRISBURG, PA.

AUG 23 1927

COLORED WAITERS OPEN CONVENTION; MANY DELEGATES

Elaborate Program Under Way; Will Hear Governor Tonight

DELEGATES ARRIVE

The Chicago and St. Louis delegations attending the annual national convention here of the National Association of Colored Waiters and Cooks were met to-day at the railroad station as they left their special car by those delegates who have already arrived and a number of the Harrisburg members.

Harrisburg "Wildcats" this afternoon paraded in honor of the arrival of the Chicago delegation of the National Association of Colored Cooks and Waiters. The Chicagoans arrived at 12.41 in two special cars on the Pennsylvania Limited.

The parade left Pennsylvania station, followed Market to Fourth to Walnut, to Third and then to the Booker T. Washington Hotel, headquarters. In the automobile leading the procession were: A. G. Barnett, president, S. Blevins, treasurer, and Chylow Brown, national organizer, with local officers. The Colored Elks Band played.

A covered cage contained what was said to be a wildcat brought from Chicago.

This afternoon all delegates were registered and a concert was given by the Unity Lodge Elks band.

Governor to Speak

The convention proper opens tonight with "Civic Night" at the Majestic theater where Governor Fisher and other notables are scheduled to make addresses.

Dr. Crampton to Speak

Dr. Crampton, local Negro physican, will make the opening address as master of ceremonies followed by selections by Whitman's Penn-Harris Hotel orchestra and the singing of "America."

To Make Invocation

The invocation will be given by the Rev. J. Vance McIver, pastor of the Capital Street Presbyterian Church.

Governor Fisher is next on the program. The response to his address will be made by W. Alonzo Locke, of Memphis, Tennessee. Locke has been the head waiter of the Peabody Hotel at Memphis for twenty-five years and was employed there since he was thirteen years old. He is the president of the Peoples Bank, said to be one of the largest Negro banks in the world and his wealth is reported to run into six figures.

Mayor on Program

Mayor Hoverter will make an address welcoming the delegates to the city followed by a response from Albert G. Barnett, national organizer of the Association, of Chicago, Ill.

Selections will then be given by the glee club of the Phyllis Wheatley Branch of the Y. M. C. A. under the direction of Sara Writt Dunstan. P. B. Rice, representing the Harrisburg Chamber of Commerce will extend the greetings of the Chamber to the convention. William B. Spotwood will sing a solo, entitled, "Asleep in the Deep."

Horace Leland Wiggins, president of the Pennsylvania Hotelmen's Association and vice-president of the United Hotels Company will speak on behalf of the hotels.

Dan Casey Has Speech

Frank Trout, of the Yorktowne Hotel, will take the place of Frank Gregson, who was scheduled on the program to make an address. He will be followed by Daniel Casey, secretary of the Chamber of Commerce and selections by the glee club.

Attending Convention

—By Staff Photographer To-day.

Officers and delegates of the National Association of Colored Cooks and Waiters to-day made the Booker T. Washington hotel their national headquarters. The group above consists of R. W. Smith, Cleveland, Ohio, state director; C. S Carr, Chicago, Ill., national secretary; W. L. Tipper, New York, N. Y., state director; Morris Cowan, city, vice-president; C. B. Erwin, city, state director; S. T. Erwin, Indianapolis, Ind., state director.

Labor - 1927
Unions, Strikes, etc.,

National Association of Colored Waiters and Cooks.

HARRISBURG
PENNSYLVANIA

AUG 25 1927

COLORED WAITERS TO HOLD PARADE TODAY

Delegates to the convention o the National Association of Colore Waiters and Cooks, which open yesterday morning with session at Chestnut Street Hall, will hol a street parade at 3 o'clock thi afternoon. Three bands will be i the parade.

Officers who are elected tomor row morning at the final sessio will be honored at an inaugura ball tomorrow night, the closin activity of the convention.

PULLMAN B. S. C. P. OFFICIALLY RECOGNIZED BY BOARD

Becomes First Labor Organization of Negro Workers on National Scale — Organizer Crosswaith Issues Statement.

Word that the Brotherhood of Sleeping Car Porters has been accorded official recognition by the United States Board of Mediation was received at the headquarters of the union, 2311 Seventh avenue, Monday, in a telegram from A. Philip Randolph, general organizer of the brotherhood. Mr. Randolph is now in Chicago where he has been representing the union before the railroad board.

The porters' union is the first labor organization of Negro workers on a national scale, and the disposition of its case by the Federal Board has been eagerly awaited in trade union, as well as Negro, circles.

Frank Crosswaith, organizer of the union, declared the decision of the Board in sending the dispute with the Pullman Company to arbitration constitutes a great victory for his organization. Mr. Croswaith said:

"Arbitration means recognition of the brotherhood as a legitimate

Porters' Brotherhood Recognized

(Continued from Page 1.)

representative of the porters. The company fought such a step bitterly. However, we are happy to learn that the Board has overruled the company and has sent the case to arbitration.

"All of the elaborate and extensive research made by the Labor Bureau, showing the actual conditions under which the porters work, the wages they receive, the amount of tips received monthly by the average porter, the total occupational expense of each porter, the number of hours and the total mileage covered by the porter during the 400-hour work month will come before the arbitration.

Also the actual wage increase granted the porters since their employment by the Pullman Company some fifty-nine years ago will be presented to the Board of Arbitration. A systematic comparison between the work and wages of the porters and the other railroad workers will also be submitted."

Mr. Crosswaith explained that during mediation the attorneys of the brotherhood could not legally appear and argue the organization's case. Before the Board of Arbitration, however, the full legal battery of the brotherhood will be called into action. The chief legal advisor of the brotherhood is Donald R. Richberg, co-author of the Watson-Parker Act which created the Boards of Mediation and Arbitration. Associated with him are Henry T. Hunt, former member of the old U. S. Railroad Board and ex-Mayor of Cincinnati; Frank P. Walsh, Samuel Untermyer, Arthur Garfield Hays, Amos R. E. Pinchot and C. Francis Strat-

TELEGRAPH
HARRISBURG, PA.

AUG 24 1927

DISCUSS PROBLEMS AT CONVENTION; PROUD OF CITY

Discussion regarding the proposal made last night to change the title of "National Association of Colored Waiters and Cooks" to "National Association of Colored Hotel and Dining Car Employes" occupied much of the business session to-day of the convention in session at the Chestnut Street Auditorium.

Reports from various committees were received and short talks were given by delegates from all sections of the country outlining the problems peculiar to their localities and the methods they were using to overcome them.

That each delegate is enthusiastic of the city he represents could be seen from the introductions which they gave before the convention. Each delegate was called upon to rise and give his name and address. St. Louis, "the city of pretty girls," Chicago, the city where "service reigns supreme" and Atlanta, "where wildcats are tamed" each city had its ardent supporter in the delegate who represented it before the convention.

That the members of the Association regard their work as a serious and dignified profession was shown by the thorough manner in which they discussed the problems incident to the service which they render. Intelligent comment demonstrated clearly the thought which these men have given to their work and the betterment of their profession.

COOKS-WAITERS ASSO. CHANGES ITS NAME

Will Be Known Hereafter As Natl. Asso. Of Hotel Employees

HARRISB'RG C'NVENTION CONCLUDES ITS SESSIONS

Chicagoan Elected Head—Cleveland Gets Next Convention

HARRISBURG, Pa.—"The National Association of Colored Waiters and Cooks" in convention here last week changed its name to Natl. Asso. of Hotel Employees.

Officers elected were C H. Brown Chicago, President; Morris H. Cowan, Hamsburg, first vice president second vice president Albert G Barnett, Chicago; third vice-president, R. M. Roland, Cleveland; fourth vice president, Alonza Locke, Memphis; secretary, E. J. Mahone, St. Louis, recording secretary, C. S. Carr, Chicago; W. P. Malone, York, Wm. Wrighton, Louisville; treasurer, Samuel Blevins, Birmingham, Ala.; trustees, Wm. Edmondson, Chicago; W. P. Malone, York; Wm. Davis, Chicago; R. Smith, of Cleveland; and S. N. Gumede, Grand Rapids, Mich.; parliamentarian, H. M. Adams, Memphis, Tenn.

The convention closed at 9:30 o'clock Friday after being in continuous session twelve hours. Lunch was served to the delegates in the hall. The change of the name of the organization the adopting of a constituion and by-laws, were items of business that prolonged the session. The final business transacted last night was the selection of Cleveland as the next place of meeting. Louisville was a close contender. St. Louis and Detroit delegates also asked for the 1928 session. The inaugural ball followed the meeting in the auditorium when the newly elected officers were presented.

Assistant directors will be chosen from each state. Each state will have subsidiary branches and each is entitled to a delegate to the national convention. It was planned to have state conventions prior to the national convention each year.

WAITERS CLOSE ANNUAL SESSION

HARRISBURG, Pa., Sept. 8 (ANP)—The National Association of Colored Waiters and Hotel Employees closed its second annual session here Friday night with the selection of Cleveland, Ohio, as the next meeting place and the election of officers, among whom were: Chylow H. Brown, Chicago, President; 1st vice President, Morris A. Cowan, Harrisburg, Pa.; 2d vice President, Albert G. Barnett, Chicago, Ill.; 3d vice President, Ralph Rowland,, Cleveland, Ohio; 4th vice President W. Alonzo Locke, Memphis, Tenn.; Secretary C. S. Victoria, St. Louis, Mo.; Rec. Secretary C. Sullivan Carr, Chicago; William Wrightson, Director of Budget, Louisville, Ky., and Samuel Blevins, Treasurer, Birmingham, Ala.

Delegates from 36 states were present participating in session the burden of which was improving the working conditions of the craft and increasing the prestige of the men whe deftly swing the towel and tray.

One hundred automobiles and 3 brass bands were in line when the organization held its parade, a new feature. Pathe's weekly took movies o fthe event. Tuesday night was Civic Night, addresses being made by Major George Hoverton and ex-Lieutenant Gov. E. E. Beidleman, who made the welcome address in behalf of state and city. Responses were made by W. Alonzo Locke of Memphis, Tenn., Albert G. Barnett, Chicago, and Rev. J. C. Austin, Pastor of Pilgrim Baptist Church, Chicago.

ENTIRE NATION REPRESENTED AT WAITERS' MEET

Representatives From 36 States Attend Second Annual Convention

HARRISBURG, Pa., Sept. 7.—One of the most spectacular meetings of its kind closed here Friday when the president announced that Cleveland, Ohio, had been selected for the next meeting place of the National Association of Colored Waiters and Hotel Employees.

As early as Sunday delegates had began to arrive, and Wednesday, delegates from 36 states had gathered together for their second annual convention.

Tuesday night, was Civic Night, addresses by prominent speakers were made by Major George Hoverton, Exlieutenant Gov. E. E. Beidleman, who made the welcome address in behalf of state and city. Responses by W. Alonzo Locke, of Memphis, Tenn., Albert G. Barnett, Chicago, Rev. J. C. Austin, pastor of Pilgrim Baptist Church, Chicago, made the principle address. Fully 2,000 were in attendance.

Photogs Busy

The Grand parade was held Thursday, one hundred automobiles, floats, and three brass bands were in line. Pathe's Weekly, were very busy, taking pictures which will appear on the screen at an early date. Prominent in the parade was the decorated auto, leading the third division which contained the National President, Chylow H. Brown, and the Vice-President, Morris A. Cowan, of this city. They were kept busy acknowledging cheers along the line of the parade. Mr. Cowan, alone is responsible for the success of the convention.

Thursday evening, the banquet at the Penn Hotel, the largest hotel in our city, over three hundred guests were present. Mr. Harkins, the manager of the Penn Harris, was made honorary member and placed on the Advisory Board.

The Inaugral Ball, was Friday evening, at the Chestnut Street Auditorium. The elected officers were presented.

We were very proud to have the waiters in our city. The city was decorated with flags and buntings, and every window had a sign of welcome.

The Officers

The elected officers were: Chylow H. Brown, President, Chicago; 1st Vice-President, Morris A. Cowan, Harrisburg, Pa.; 2nd Vice-President, Albert G. Barnett, Chicago; 3rd Vice-President, Ralph Rowland, Cleveland Ohio; 4th Vice-President, W. Alonzo Locke, Memphis, Tennessee; Secretary, C. S. Victoria, St. Louis, Mo.; Rec. Secretary, C. Sullivan Carr, Chicago; Samuel Blevins, Treasurer, Birmingham, Ala., and Wm. Wrightson, Director of the Budget, Louisville Kentucky.

The next convention will be held in August at Cleveland, many cities were placed in nomination, but the Ohio boys came out victorious, under the leadership of Mr. Cheney, president of the Cleveland Branch.

HARRISBURG
PENNSYLVANIA

AUG 26 1927

WAITERS AND COOKS TO ELECT OFFICERS TODAY

A movement to change the title of the National Association of Colored Waiters and Cooks, who are holding their second annual convention here, to the National Association of Hotel and Dining Car Employes is being made and will greatly enlarge the scope of the organization if effected.

Yesterday was the third day of the sessions of the organization and at 3 o'clock the delegates paraded through the principal streets of the city. Last night the delegates held a banquet at the Penn-Harris Hotel and C. H. Brown, of Chicago, president of the association, was the principal speaker. Harry J. Harkins, manager of the hotel, was the guest of honor.

The election of officers of the organization will be held today and the selection of the next convention city will be made.

TELEGRAPH
HARRISBURG, PA.

AUG 24 1927

46 STATES AT CONVENTION HERE

National Association of Hotel and Dining Room Employes Meet Today

Decision was reached and announced last night that the name "National Association of Colored Cooks and Waiters," in convention here be changed to "National Association of Hotel and Dining Car Employes."

Business sessions are being held at Chestnut street auditorium today.

The change in title and to some slight measure the character of the body means that they will have a considerably larger field from which to draw their members, a potential membership of about 80,000.

"Civic Night" last night at the Majestic Theater, formally opened the convention and among the speakers were E. E. Beidleman, former Lieutenant-Governor of Pennsylvania; Daniel Casey, secretary of the Chamber of Commerce, and Mayor Hoverter, and Harry Harkins, manager of the Penn-Harris Hotel.

Urges Education Need

An address by W. Alonzo Locke, head waiter for twenty-five years at the Peabody Hotel, Memphis, and president of the Peoples Bank, one of the largest Negro banks in the world, emphasized the need for education among the Negro race. He urged waiters to buy their own homes and save ten per cent. at least of their salaries and to engage in social and uplift work.

Other addresses by delegates were made by Albert G. Barnett, of Chicago, national organizer; the Rev. J. C. Austin, also of Chicago, considered the greatest Negro orator in the world. Dr. Charles Crampton, Harrisburg, as master of ceremonies, introduced the speakers.

Every state but two are represented by visiting delegates at the convention, which number now 219. The delegate coming the longest distance to attend the convention is O. L. Jackson, of Oakland, Cali.

TELEGRAPH
HARRISBURG, PA.

AUG 19 1927

State Director Leads Way in Decorations For Convention

Louis Irwin, State director of the National Association of Colored Cooks and Waiters has decorated his home at 26 South Sixteenth street as shown above in honor of the delegates coming for the national convention next week.

He expresses the hope that the city generally will follow this example of decoration in honor of its guests. The Booker T. Washington Hotel has been decorated on a lavish scale as well as many other places and a court of honor is resplendent at Seventh and Boas streets, facing Harrisburg headquarters.

LOUIS IRWIN, State Director

on exhibits. This does not include horses totalling $11,800 for racing

Labor - 1927
Unions, Strikes, etc.,

Nebraska.

WHITES FEAR NEGRO LABOR

Omaha, Nebraska.—Speaking here today at the annual meeting of the American Missionary Association and the biennial meeting of the National Council of Congregational Churches, Dr. George E. Haynes, Secretary of the Commission on the Church and Race Relations, Federal Council of Churches, discussed "The Challenge of Race Adjustment." He said:

"In the field of INDUSTRY white and Negro workers by the thousands in all of the northern and border cities and in many of the southern cities are in keen competition in the same occupations and often in the same industrial plants.

The white worker to a large extent is organized in unions and workers' associations. The Negro to a large extent is unorganized except through his churches. The organzied white worker looks with prejudice born of fear upon the potential competition of the Negro because he believes this means lower wages and less power to bargain and contend with his employer. The Negro worker, on the other hand, because he has suffered at the hands of white workers in the past is suspicious of them and cautious about joining them in any organized way.

Labor—1927
Unions, Strikes, etc.,

New York

LEMUS TO SPEAK AT LABOR MEET

KATONAH, N. Y.—Among the speakers invited to address the conferences on "Negro in Industry" at Brookwood Labor College, here, May 19-20, is Rienzi B. Lemus, President, Brotherhood of Dining Car Employees. Mr. Lemus, whose headquarters are at Washington, will speak from the subject—"The Dining Car Employe and the Public Weal."

Brookwood Labor College is the institution maintained by the labor unions for training of scientific labor leaders. One of its graduates is Thomas L. Dabney, whose illuminating articles from Europe were printed in the AFRO last summer. Mr. Dabney is traveling with a Brookwood group. Brookwood management, assisted by the National Urban League and the A. C. P., will conduct the symposium on the Negro in Industry on the institution's grounds.

Victory for Negro and White Workers Ends 9 Month Fight

(By Federated Press.)

Negro and white motion picture operators are victors in a nine-month strike against a big Harlem concern operating several theaters. Men of both races struck together, stood on the picket line together and won together under the leadership of Operators' Local 306.

Braving injunctions and police, the operators got the help of Musicians' Local 802, whose members walked out of the houses affected and crippled the movie boss so effectively that he has signed up, granting all wage and union demands.

The motion picture operators and Harlem Negro papers are boasting now of the fine interracial co-operation shown in the successful strike which was waged in the center of New York's famous Negro district inhabited by 200,000 colored people.

CHICAGO INTERRACIAL COMMITTEE FOR TRADE UNION WORK AMONG NEGROES REPORTS PROGRESS

CHICAGO, May 23.—There has been organized here an interracial committee to stimulate trade union organization among Negro workers. Headquarters have been established on the South Side in the center of the city to be addressed by prominent trade union speakers and organizers. Chicago's industrial Negro population and considerable progress in the work of the committee is reported.

L. M. Coleman, secretary of the committee has issued the following statement:

Our Program.

"The Chicago Committee for the Promotion of Trade Unions Among Negro Workers is composed of representatives from trade unions (both Negro and white) affiliated to the American Federation of Labor, unaffiliated trade unions, semi-labor organizations, representatives of unorganized workers, and individual sympathizers. Its meetings are held on the first and third Thursdays of each month, 8 P. M., at the Electrical Workers Hall, 236 E. 35th St., Chicago. In order to finance the work of the committee all members and sympathizers are requested to make a minimum monthly contribution of 25 cents. Those who are in a position to contribute a larger sum are urged to do so."

Purpose and Function.

"The purpose and function of this committee is to promote trade unionism among Negro workers in Chicago for the improvement of their wages, hours and working conditions, and to educate them in their class interests economically and politically."

Education.

"1. To carry on an extensive program of education among these workers in the principles and purposes of trade unionism, and to establish labor forums and schools for systematic discussion and instruction in working class problems.

"2. Pamphlets to be sold at a small price and leaflets to be distributed in large quantities free, dealing with the Negro in American industry, the necessity for organizing into trade unions, and other vital problems confronting them, will be printed from time to time by the committee.

"3. Special campaigns will be initiated and conducted to penetrate the unorganized masses with out literature and program.

"4. A series of mass meetings will be arranged in different parts

Organization.

"1. To organize the unorganized Negro workers. To secure the recognition and actual affiliation of these workers to the A. F. of L. Where this cannot be accomplished immediately, bonafide unions will be built on a functioning basis and the fight for their recognition and affiliation continued until it is granted.

"2. To carry on an energetic campaign to remove all race barriers in the unions.

"3. To actively participate in all strikes, and to further a program of aggressive trade unionism.

"4. To defend the rights of Negro workers in the trade unions and in the industries.

"5. To fight against company unions, welfare associations, and other schemes organized as substitutes for real trade unions.

"6. All sections of this organization will establish connection with their respective progressive and left wing trade union groups, without, however, merging their identity.

"7. In the promotion of its work the committee calls upon the entire local trade union movement for its support and co-operation and earnestly solicits the assistance of sympathetic union speakers and organizers."

If you are in favor of this program you are eligible to join and we urge you to become affiliated to the committee. Come to our next meeting and lend your assistance in building this movement. For further information write to or call:

Lillye M. Coleman, Secretary, 5304 So. Prairie Ave., Chicago, Ill. Tel: Kenwood 4357.

Labor-1927

New York

Unions, Strikes, etc.,

ACTIVITIES AMONG UNION MUSICIANS

By PERCIVAL OUTRAM

For the past week, Lenox and Seventh avenues from 125th to 145th streets have been lighted and decorated as never before to welcome the I. B. P. O. E. of W., delegations and bands coming from various cities of the United States.

The parade, which started from 61st street, up 5th avenue, thence up to 7th avenue and 145th street to bisband, was picturesque with the many and various costumes worn by the marchers and bands.

We were not privileged to hear all the bands, but was impressed by the Henry Lincoln Johnson Lodge Band, which is being trained by Hulbert Findlay. This is a newly formed band of fifty non-professionals, and Findlay deserves credit for the showing they made. 9-3-27

Henry Austin's Manhattan Lodge Band sounded full and played well.

Credit is due the Philadelphia Band for its spirtied playing.

What this writer cannot understand is why so many bands played "Ain't she sweet?" for a march tune. Its rhythm, to my mind, does not fit in for marching, and if a popular number was used why not a long meter number that was better adapted to march rhythm Some of the leaders, perhaps, know no better, but some of the leaders of bands that played "Aint she sweet?" should have used better discretion.

The band contest was won by the O. V. Cato Band from Philadelphia. They gave good rendition of "Il Guaranay." This was a Class A contest. No other band competed in this contest. The New York bands were not entered, as a matter of good taste, and other out of town bands did not appear.

In Class B contests, two bands competed, the prize being awarded to the Pride of Camden, which also played 'Il Guaranay."

In the women's band contest, Philadelphia was again to the fore, playing well their number. They had no opposition.

During the parade, it rained almost continuously, and many a drum head was broken before half the distance was covered, apart from the drenching the marchers received.

It seems strange—it may be a matter of expense of what not—but why the band contests should be held the night of the day of the parade passes understanding. After a long hike of five miles or more, how can one give the best that is in him, a few hours afterwards, in a band contest playing techinical music?

Fred Pedro, who has been playing violin at the Lincoln the past two months, has resigned and is going back to Park Inn, N. J., a roadhouse where he worked for two years, until (the road house) was practically destroyed by fire. The management of the road house has rebuilt and enlarged the Inn and would not rest content until the original entertaining group could be gotten together. This has been done and the men go on the job September 1. The job was and is contracted for by Victor Joyner, banjoist, Fred Pedro is violinist and leader; Bennie Shaw, pianist; E. Crummall, saxaphone and clarinet; Elmer Harrell, tenor saxaphone; and John S. Smith, drummer The last three, with Joyner, make a singing quartet which the boys claim is hard to beat.

Miss Horshey eventually won the day. Last week reference was made to her controversy with Mr. Kaalund, cornet, and Lewis, drums, who were employed at the Roosevelt Theatre. Miss Horshey, as leader, had given them notice to quit, but as she went back on the job herself she was compelled by Sergeant At Arms Minton to reinstate them. After their reinstatement, it is alleged they made late time and so Miss Horshey discharged them. This time she was upheld by Local 802 for so doing. The acceptance of salary implies the correlative of giving service and making time, and the Union could not enforce its dictums if it did not protect the employer in his reasonable rights.

First Negro Labor Conference In New York City Pledges Support To Brotherhood of Sleeping Car Porters

Labor Leaders of Both Races Are Joined In Conference By Churchmen, Teachers, Professional, Fraternal and Business Men

The first Negro labor conference ever held in New York City assembled in the auditorium of the New York Urban League building, 204 West 136th street, on Friday afternoon, December 2 at 2 o'clock, continuing in session until about 5.30, with discussions during that period covering relations of the Negro worker with the Church, the Employer, Industrial Democracy, Education and Workers Education.

The conference agenda was under direction of A. Philip Randolph, editor of The Messenger Magazine and general organizer of the Brotherhood of Sleeping Car Porter, and its purpose was announced as being "to awaken an interest in the problems of the Negro workers in American industry, in relation to wages, hours of work, working conditions and the orgaized labor movemet; and to enlighten public opinion on the aims, objects ad methods of the Brotherhood of Sleeping Car Porters."

Labor and the Negro.

It was an interesting gathering, representing practically every sectio of racial activity, with a liberal admixture of representation from labor and liberal organizations of other races. Director Randolph set down for discussion the various elements of the labor question as it affects the Negro, under the following headings:

"Negro Worker and the Church," discussed by the Rev. Wm. Lloyd Imes.

"The Employer and the Negro Worker," discussed by the Rev. Wm. Lloyd Imes.

"The Negro Worker and Education," Miss Layle Lane, teacher, public school.

"Workers Education," Algernon Lee, director, Rand School of Social Science.

"Negro Worker and Fraternalism," Chas. M. Hanson, grand auditor, I. B. P. O. Elks of World.

"The Negro Worker and Industrial Democracy," Dr. Harry W. Laidler, director, League for Industiral Democracy."

Keen, Pointed Discussions.

Interesting and well-thought out dissertations on each subject were listened to with intent interest by the audience, and in a ten-minute period allotted for general discussion after each address, many keen and analytical suggestions and questions brought out vital phases of the subject matter.

Particularly interesting were sidelights thrown on the attitude of the American Federation of Labor toward the Negro worker, and the definite charge by Benjamin Stolberg, an authority on labor questions, that the organization's position in this respect is bad; and a definition of education as it relates to the worker as brought out by queries made by William Pickens and Mrs. P. A. Wallace.

And in this connection, it was pointed out by Director Lee that both Brookwood Labor School and the Rand School of Social Science would gladly welcome many Negro students, declaring that the present slim enrollment is not to be atributed to any barrier set up by these institutions. He declared that Negro pupils will be given the most cordial welcome, and that there is ample room for them.

Among those taking part in the general discussions were the Rev. Shelton Hale Bishop, Mr. Stolberg, Mrs. Wallace, Mr. Pickens, James H. Hubert, James LeC. Chestnut and others.

Randolph Strikes Keynote.

The keynote address was made by Director Randolph, in which he set forth the objects hoped to be attained. After the discussions had closed, Mr. Randolph called for carrying on the movement, ed effort toward perpetuating this labor movement, and named a conference committee for the purpose of taking the matter to the general public and to raise funds for carrying on the movement. This committee is composed of the Rev. Mr. Imes, the Rev. George Frazier Miller, Chas. M. Hanson, Dr. Julia P. H. Coleman, Ira De A. Reid, C. T. A. French, Deputy Assistant Attorney General, Mrs. Cecelia C. Saunders, Miss Layle Lane and Dr. L. H. Fairclough.

A set of resolutions were read by Secretary Frank Crosswaith dealing with various of the problems confronting the Pullman porters and maids and Negro labor in general, and each was unanimously adopted.

The first resolution declared that the porters and maids were seeking "through lawful, practical and reasonable methods of collective bargaining, to secure a living wage, the regulation of transportation work month of 240 hours and to abolish the tipping evil as a method of rewarding labor." It set forth that while the Pullman Co. is willing to arbitrate with the conductors, it has refused similar concessions to the porters, a "frank, unjustifiable and indefensible discrimiation."

To Support Brotherhood.

The conference pledged "moral and financial support to the Brotherhood . . . should it be compelled to strike for these legitimate demands."

Another resolution denounced the socalled "Company Union," under its various titles, declaring "it is a serious menace to the organized labor movement since it destroys the right of self-organization and stifles the self-expression of the wage earner." The conference urged that all sections of the Negro race "unite to back and support, morally and financially, the fight of every section of the Negro workers in their struggle to organize."

Other resolutions decried the unscrupulous use of the Negro worker as a strike-breaker; denounced the use of injunction proceedings by the employing interesth to limit liberty of expression and action of organized abor; and condemned efforts being made by the Interborough Rapid Transit to prevent the A. F. of L. from organizing the motormen, trainmen and other empoyees of the company, and pledged the conference support to the I. R. T. employees in their fight for recognition as a bona fide union.

The regular meeting of porters and maids allied with the Brotherhood was held the same evening in St. Luke's Hall, West 130th street, with a large attendance, and it was addressed by Alexander Marks, representing Hugh Frayne of the American Federation of labor; Frank Crosswaith, and A. Philip Randolph.

North Carolina.

Labor - 1927

Unions, Strikes, etc.,

The Low Wage Bait

The protest of John H. Steele, president of the Durham, N. C. Central Labor Union against the use of the low wage lure in state and municipal advertising by Southern chambers of commerce and other agencies bent on attracting outside capital to their communities is a perfectly sound one. Well might these community advertising agencies leave out of their ad-copy reference to the South's cheap wage scale. To use as one point of inducement for Northern industries to settle in the South the fact that they can employ labor cheaply in this section in comparison with the wage rates of the North and West may be taken by the new manufacturers as an open suggestion to advocate the exploitation of the Southern worker. Furthermore, it appears to lend official sanction by quasi-state and municipal bodies to whatever exploitation the industrialists may impose upon the workers so long as the factories are here.

Moreover, the general conception of the proper standards of living for the American workingman takes no account of low wages. In fact, it is a conception distinctly opposed to cheap labor, and wherever exists the impression of "cheap labor" exists its corollary impression of low living standards. In plain words, it is virtually impossible to emphasize low wages without indirectly emphasizing poor living standards and concepts. Now this is no argument that the low wage advertising points fail to convey the truth, for we do have low wages in the South, and also we have the attendant sociological ailments, but when viewed with all of its implications, the point does not seem to be a good talking one. It might best be left out of the national advertising of Southern cities and states, and the words "good and plentiful" substituted for cheap.

Labor – 1927
Unions, Strikes, etc.,

Pennsylvania.

RACE WAR AVERTED IN BIG COAL STRIKE

Pittsburgh, Pa., April 8.—The bituminous coal strike situation in the Pittsburgh district, which threw 45,000 miners in this section idle last Friday morning, remains calm in the face of predictions of senior miners' wars and race clashes.

Information gathered from the most authoritative sources as to the latest developments in the union battle against the nonunion operators indicates that the most serious even this week was the dispersion of 350 coal strike sympathizers and pickets at the Gallitin mine of the Pittsburgh Coal company early Monday morning. The great majority of the miners in this nonunion mine are Race men. Pickets have been placed by the United Mine Workers of America at all mines operating on a nonunion basis.

To counter any possible danger from union sympathizers the coal companies in this district employing nonunion Race miners have their employees guarded with their own police, many of whom are of our group, the state constabulary and men from the sheriff's office. Miners are thus protected going to and coming from work.

PENNSY LABOR BODY ERASES 'COLOR LINE

Convention Pledges End of Jim Crow

New York, May 20.—The Pennsylvania Federation of Labor unanimously passed resolutions at its 26th annual convention in Harrisburg, May 10 to 13, in which all labor unions are urged to admit all races to membership on equal terms. The resolution also instructs the Pennsylvania delegates to the convention of the American Federation of Labor to introduce a similar resolution there.

The resolution in full follows:

"Whereas, Many of our unions exclude Negroes from membership, sometimes by explicit constitutional provision and sometimes by subterfuges and technicalities; and

"Whereas, Such exclusion is contrary to the very fundamental democracy and brotherhood upon which the labor movement is built; and

"Whereas, The Negro has time and again shown that he can be a loyal union man, often more loyal than the white worker at his elbow; and

"Whereas, If we bar the Negro from our unions he will work as a nonunion man, for he must make a living and the employers are hiring him in constantly increasing numbers; therefore be it

"Resolved, That we declare in favor of full and open membership to the Negro in all unions on exactly the same terms as white men; and be it further

"Resolved, That we pledge ourselves to work for the removal of whatever discrimination prevails against the Negro in our own locals and internationals; and be it further

"Resolved, That our delegates to the coming A. F. of L. convention be instructed to introduce a resolution of the same effect as this one; and be it further

"Resolved, That the officers of our federation be instructed to give this resolution the widest practicable publicity throughout the labor press."

PENNSYLVANIA LABOR FEDERATION ASKS UNION TO END COLOR DISCRIMINATION

New York, May 20.—The N. A. A. C. P. has received from John P. Troxell, of the Pennsylvania Federation of Labor, copy of resolutions unanimously passed by that body at its 26th annual convention in Harrisburg, May 10 to 13, in which all labor unions are urged to admit Negroes to membership on equal terms with white men. The resolution also instructs the Pennsylvania delegate to the convention of the American Federation of Labor to introduce a similar resolution there.

The resolution as sent to the N. A. A. C. P. by Mr. Troxell is in full as follows:

Whereas, Many of our unions exclude Negroes from membership, sometimes by explicit constitutional provision, and sometimes by subterfuges and technicalities. Such exclusion is contrary to the very fundamental of democracy and brotherhood, upon which our Labor Movement is built. The Negro has time and again shown that he can be a loyal union man, often more loyal than the white worker at his elbow. If we bar the Negro from our unions, he will work as a non-union man, for he must make a living, and the employers are hiring him in constantly increasing numbers; therefore be it

Resolved, That we declare in favor of full and open membership to the Negro in all unions, on exactly the same terms as white men; that we pledge ourselves to work for the removal of whatever discrimination prevails against the Negro in our own locals and internationals; that our delegate to the coming A. F. of L. convention be instructed to introduce a resolution of the same effect as this one; That the officers of our Federation be instructed to give this resolution the widest practicable publicity throughout the labor press.

Labor-1927
Unions, Strikes, etc.

South African Trade Union Congress.

TRADE UNION CONGRESS LEADERS TAKEN TO TASK FOR "INCITING" THE NATIVES OF SOUTH AFRICA

Some South African Assemblymen Would Call Upon Minister of Labor to Gag Andrews and Glass for Preaching Organization to Natives—Offenders Are Unrepentant

(From The Rand Daily Mail)

Mr. W. H. Andrews, the secretary of the South African Trade Union Congress, and Mr. C. F. Glass, the secretary of the Witwatersrand Tailors' Association, whose recent speeches to natives led to many questions in the House of Assembly, are quite unrepentant. When Mr. Boydell was asked whether he, as Minister of Labor, thought it fair to appoint a man like Mr. Andrews to a conciliation board, in view of the speeches in question, the Minister asked whether there was any guarantee that the words complained of were used, and added that he could not accept the word of Mr. Jagger or newspaper reports that such speeches were actually made.

In interviews, however, both Mr. Andrews and Mr. C. F. Glass told a representative of The Star that the extracts of their speeches quoted in Parliament were substantially correct, and that, further, they did not intend to stop preaching trade union propaganda to South African natives.

Reprobate

In view of this declaration, the question now asked is: What attitude will the Minister of Labor now take up.

5-28-27

One of the extracts of a speech made by Mr. Andrews to natives and quoted in the House yesterday was as follows:

New York Times

"Build up your organization, irrespective of prejudices, so as to take possession of this country—I am now speaking to all workers, white, black and colored—as the Russians have of their country, and as the Chinese are endeavoring to do; and for the first time in history you will be able to enjoy the full fruits of your labor."

Mr. Glass was reported to have told the natives "that freedom could be won by doing what the Russians had done and what the Chinese were doing."

Mr. Andrews' Reply

In an interview today Mr. Andrews said: "First of all, the whole thing arose as a result of a report of a meeting called by the I. C. U. to protest against the Native Administration Bill introduced by the Minister of Native Affairs. Mr. Glass and myself were asked to address the meeting, and did so in our private capacity. That particular extract from my speech is not strictly accurate. I don't remember to have used the expression 'To take possession of the country.' Otherwise the statement is substantially correct, and is merely the stereotyped peoration of nine-tenths of Labor and Socialistic speeches heard in this and other countries, that is to say, that the workers must unite in labor and other industrial organizations for the purpose of taking control of the machinery of government and of the country.

All Classes Included

"Obviously, in such a statement as this one must include workers of all nationalities. One cannot possibly exclude any class of worker in such an appeal. The Labor constitution is based on the Socialistic objective. This must mean taking control of the government of the country by the workers, or ti means nothing.

"I fail to see what the fuss is about. This policy has been advocated and propagated at thousands of meetings in this and other countries during the last 20 or 30 years. There is nothing new in it.

"The reference to China and Russia were incidental.

No Incitement to Rebellion

"An attempt has been made to read into my statements an incitement for the natives to rise up in rebellion against the Europeans. This is utterly absurd and untrue. If there is one thing more than another which is calculated to remove any possible danger of such a contingency that is a frank recognition of the right of the native and colored as well as the European worker to combine industrially and politically for his own protection and advancement. This is what we advocated.

"On the contrary, a policy of repression and prevention, or hampering the natives in their efforts to organize in trade unions or political associations which is being made by many of our critics, is calculated to bring about the very evils which they falsely accuse us of advocating.

"Every speaker I have heard addressing the natives has emphasized the absolute futility of the natives contemplating anything in the nature of an armed uprising or violence of any description, which point is always applauded and appreciated by the native audiences.

"If there is any danger of such a calamity it is much more likely to arise from that section of the press and politicians which has in season and out of season attempted to arouse the passions and prejudices of the white workers against natives, and vice versa.

"If one could be sure that section 26 of the Native Administration Bill will be put into operation against such newspaper articles and publicists then one might be inclined to think that the Bill will serve a useful purpose.

"I have no intention of ceasing to advocate the organization of natives and colored as well as white workers industrially, believing that no final solution of the labor problem in this or any other country can be arrived at by any other method."

Mr. Glass Unrepentant

Replying to the Parliamentary criticism of his speeches, Mr. C. F. Glass remarked in an interview recently:

"If, as it has repeatedly been said by both the press and some members of Parliament, the propaganda I have been carrying on amongst natives is foolish and ill-advised, then there is no need for the powers that be to fear it, and it is not likely to have any ill effects. If, on the other hand, the propaganda is based on the facts of the situation concerning the natives, then it is advisable that the natives should hear what I have to say.

"To the argument that is used that trade union propaganda amongst natives is apt to be misunderstood and misconstrued, my only reply is that if such is the case then it will be necessary for the Government to adopt the procedure which was observed in Britain in 'comparatively' ancient times and establish a Star Chamber for the purpose of censoring both the written and printed word which the Government may consider dangerous to peace and good order. But to that sort of thing there is no end. A censorship will be required equally in the case of Europeans as it would be in the case of natives, for amongst Europeans ignorant types are to be found in probably the same proportion as they are found amongst natives. The net result of this would be that no one would be safe. No one would be free to express his opinions, and no one would have the right to write or read any literature which, in the opinion of the Government of the day, might prove to be subversive to 'law and order.'

"I am unrepentant of the speeches I made. I adhere to the remarks I have made to the native audiences at various times, and I hold that I am fully as entitled to speak on trade union matters to native or colored trade unionists as I am to European trade unionists.

"In this connection some members of the Government who are sponsoring the sedition clause of the Native Administration Bill would be well advised to reflect on their own conduct from 1914 onward, when they will find that they have been guilty of seditious and peace-disturing utterances to a greater degree than any European trade unionist who from time to time deems it expedient to speak to his fellow trade unionists in the non-European movement on matters affecting their welfare.

"So far as I am concerned I shall consistently fight any attempt on the part of any government to pass legislation which in any way interferes with the rights of free speech. This is an elementary right of all citizens and it is impossible to draw a line of demarcation in this respect between Europeans and non-Europeans.

"If the natives are ignorant and are therefore likely to misunderstand ordinary trade union propaganda, then it is the plain duty of the Government to provide educational facilities for them with a view to obviating this difficulty.

"In my opinion Section 26 of the Native Administration Bill is aimed at preventing the legitimate organization of the native workers in South Africa, and that the sponsors of the bill are merely supporting it with the desire to keep the native in a state of perpetual heliotage."

White and Black African Workers May Consolidate

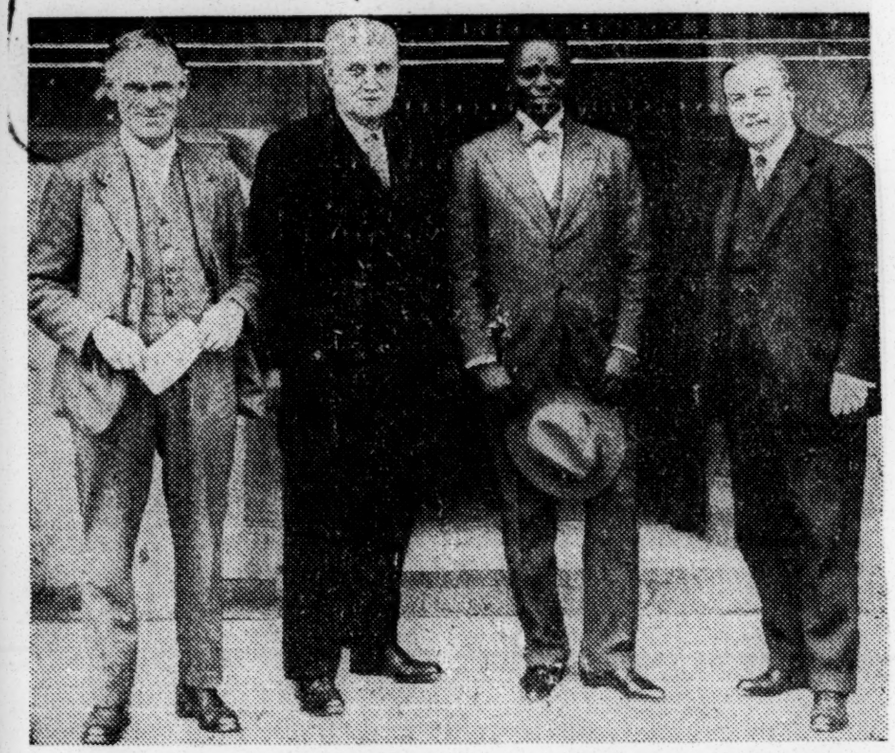
Washington, July 28.—Pressure upon the Hertzog Government of the Union of South Africa by the Labor members of the South African Parliament has brought about the withdrawal of the so-called sedition clauses in the Native Administration bill before that body, according to a report sent out by the Amsterdam Bureau of the International Federation of Trade Unions.

This action by the South African Labor Party is hailed as a victory for the Industrial and Commercial Workers' Union, the labor organization of native labor, numbering some 75,000 members, which recently affiliated with the International Federation of Trade Unions and is trying to establish fraternal relations with the unions of white workers in South Africa.

In their fight against the sedition clauses the South African white labor leaders pointed out that many of these clauses could e applied to white as well as to colored unionists.

The new agreement, however, between the white and black labor unions may lead to a practical consolidation of their forces, a very essential condition, in view of the past proscriptions of native labor in the Union of South Africa and the awakening of labor forces to the fact that unity and union are alike the common need of laboring classes.

Trade Union Leader Visits London



LONDON, ENGLAND.—Left to right, H. Shell, M. P.; George Lansbury, M. P.; Clements Kadalie and Arthur Henderson, on the Terrace of the House of Commons. Mr. Kadalie, secretary of the Native Trade Union organization, is making a lecture tour of England.

AFRICAN LABOR PARTY BACKS NATIVE WORKERS

Efforts of Negro Workers To Establish Fraternal Relation With Unions of White Workers In South Africa Succeeding.

NEW YORK, July 13.—(Special Release) Pressure upon the Hertzog Government of the Union of South Africa by the Labor members of the South African Parliament has brought about the withdrawal of the so-called sedition clauses in the Native Administration bill before that body, according to a report sent out by the Amsterdam Bureau of the International Federation of Trade Unions.

Natives Form Union

This action by the South African Labor Party is hailed as a victory for the Industrial and Commercial Workers' Union, the labor organization of native labor, numbering some 75,000 members, which recently affiliated with the International Federation of Trade Unions and is trying to establish fraternal relations with the unions of white workers in South Africa. It is stated that when the leaders of the South African Labor Party received the protests of the Amsterdam International and of the Independent Labor Party of Great Britain against the sedition clauses of the bill they immediately got into action.

Closer Ties Sought

Arthur Barlow, Labor member from Bloemfontein North, vigorously defended the native union in a speech in which he warned the Government that the South African Labor Party had definitely resolved to stand by the Industrial and Commercial Workers' Union, which was now a part of the organized labor movement of the world, as long as it carried on legitimate trade union work in the country.

That this rapprochement between the white and black labor unions may lead to a practical consolidation of their forces is indicated by the fact that when the South African Trade Union Congress, in convention in Cape Town at Easter time received a dispatch from the convention of the Industrial and Commercial Workers' Union at Durban calling for a "united front" against the "arbitrary and unlimited power of capitalism," it replied with a message of fraternity and then voted to ask its affiliated unions for a mandate to call a joint conference of the Executive Councils of the two unions to discuss closer relations.

Fight Sedition Clause

In their fight against the sedition clauses the South African white labor leaders pointed out that many of these clauses could be applied to white as well as to colored unionists and constituted a real menace to general trade union activities.

Clements Kadalie, National Secretary of the Industrial and Commercial Workers' Union, represented his organization as an unofficial delegate to the recent conference of the International Labor Organization of the League of Nations in Geneva. Kadalie is said to be an able organizer and a powerful speaker and writer, both in the native tongue and in English. He was the victor in a clash with the South African Government some time ago, when the Supreme Court of South Africa decided that the ban laid upon his union activities was illegal.

Labor 19

Pennsylvania

Unions, Strikes, etc.

LABOR CLASH FATAL TO MINER

3 Negroes Hurt; 1 Shot 18 Times In Neck

Five Suspects Arrested by Mining Company Police

HURL ROCKS AT CARS

Non-Union Miners Fired on en Route to Work

Pittsburgh, Penna., Aug. 24.—(PNS)—One non-union miner was dead and four others were wounded as the result of three mine disturbances within twenty-four hours in Western Pennsylvania.

Near Clearfield, John Rublensky was beaten and trampled to death by four men who drove up to the cottage occupied by Rubensky and Andy Solaco and asked them if they were working for the Trojan mines in Indiana county. Without waiting for a reply, they attacked the two men, Solace said, beating and tramplying them into insensibility. Rublensky died within a few moments after his assailants had been driven off by neighbors. Solace was injured seriously.

Whip

8-27-27

Three Negroes Wounded

Three non-union miners employed by the Pittsburgh Coal Company, were wounded when their automobile was fired upon while they were enroute to work at the Warden mine, near Elizabeth. Two other miners in the car escaped injury. All of them are Negroes. Shotguns were used, one of the men being shot 18 times in the neck. The others suffered less serious hurts.

Chicago, Ill.

Another disturbance occurred near the Horning mine of the Pittsburgh Terminal Coal Company, near Curry, when stones were thrown at automobile trucks carrying non-union miners to work. Five men alleged to have been members of the attacking force were arrested after company police separated the opposing groups.

Stones Hurled at Miners

The clash occurred Wednesday night when stones were hurled from the roadway as they passed in motor trucks under escort of coal and iron police employed by the company. The non-union men clambered from the trucks and the fighting became general until officers separated them. Company police charged the five men who are under arrest with being members of theh attacking force. One of them, Edward Russell, 22 years old, was treated at a hospital for lacerations of the head.

The Coal Strike and Negro Workers—The Tactics of the Coal Companies

The depression in the steel industry which has brought production down to as low as 60 per cent of capacity has been and is being used by the coal companies in Ohio and Pennsylvania especially to force Negro workers into the position of strike-breakers in the mines.

Daily Worker

Not only are jobless Negro steel workers in Pittsburgh and other cities being recruited for struck mines but there has been an importation of Negro workers from the south for this purpose.

The Negro workers in these mines are held in what is virtual peonage, according to union officials and others who have made as close a survey as can be conducted under conditions where the coal companies, the state government and the Pennsylvania police forces have united to prevent any extensive knowledge of the peonage system becoming public.

12-30-27

Most of the Negro steel workers who have been in the district for any length of time stay but a few days in the coal mines. They are better acquainted with laws and customs and labor conditions and can not be intimidated as can the Negro fresh from the south.

New York, N.Y.

But for the Negro workers who have just come into these territories there has been set up a system which has been copied closely from the contract labor and peonage schemes of the southern convict camps and farms.

The plan is based on two simple principles: That the Negro worker is allowed to receive just enough wages to enable him to exist but never to accumulate a surplus and thereby kept in debt to the coal companies, and second, that being a stranger in a strange land he can be made to believe that if it were not for the coal company gunmen he would be torn limb from limb by the strikers.

An extension of this latter principle is to make him believe that the coal companies have a legal hold on him and that any protest will bring him in conflict with the law.

To some extent this is true and there are already on record a number of cases where the steel trust and coal company local courts have found pretexts for inflicting substantial fines on Negro workers who were trying to leave the coal camps.

No extensive figures on the wages paid these Negro workers are available for obvious reasons but some pay checks that have come into the hands of the United Mine Workers and strike relief organizers show that after deductions made by the company for tools, blasting powder, etc., the hazardous work in the mines nets them as low as $3 per day.

In some of the coal camps where Negroes from the south have been brought in, the companies have reverted to a vicious practice prevalent before there was a union in the industry—the practice of issuing "company money" in the form of brass or aluminum disks which are good only at the company stores.

The Negro workers are paid with these tokens instead of cash or check and are therefore absolutely dependent upon the company.

Exorbitant prices are charged in the company stores and by this method the wages of these workers are cut still more.

Negroes, of course, are not the only workers who have been beguiled into the hell-holes that these mines have become. There are thousands of white scabs but the same conditions are not inflicted upon them. Furthermore, their situation is far more a matter of their own choice than is that of the Negro workers, who in many instances have come from the south in answer to lying advertisements and have brought their families with them.

The United Mine Workers of America is not one of the unions that has refused to organize Negro workers and there are large numbers of Negro miners in the union. The union is fighting for its life and if the coal barons succeed in smashing it in the key district of Pennsylvania there will be a reduction of wages and working conditions in the coal camps to the level now prevailing in those mines where peonage has been established.

The United Mine Workers, the most important union in the American labor movement, can not be crippled without severe damage resulting to all other unions and a still more vicious attack on the wages and working conditions of the whole working class—Negro and white alike.

It is plainly the duty of militant Negro workers to do everything possible to rescue their brothers from the horrible status to which they have been reduced in the open shop Pennsylvania and Ohio mines. Any work in this direction will be of the greatest value to the working class and a blow at reaction in one of the basic industries.

There can be little question but that the coal barons are working toward the creation of a situation where racial prejudice and hatred will overshadow the class issues involved.

There exists the danger in Pennsylvania especially that coal baron propaganda will place the blame for the weakness of the union upon the Negro workers who are being robbed in the mines, as part of their program of making organization of these workers so difficult that years will elapse before this work can be done.

Wide agitation among the Negro miners in these fields should be undertaken at the earliest possible moment. There will be a big response, even among those of them who know little of the labor movement, because of the miserable wages and the frightful social conditions under which they are now forced to work.

Labor-1927

Unions, Strikes, etc.,

Tennessee

NEW BUILDING DEDICATED

RAILWAY EMPLOYEES PROTECTIVE ASSOCIATION HOME

Dedicatorial services marked the entry of the members of the Railway Protective Association into their new building Sunday afternoon. The exercises were held on the premises, located at 14th Ave, North, and Hynes Street, at three o'clock in the afternoon. A brass band dispensed music while the crowd gathered. A literary program featured the evening; splendid addresses by prominent citizens felicitated the employees of the several railroads that make up the membership of this, one of the oldest and wealthiest organizations in the state of Tennessee, with its specific plan and a definite purpose in view that is to help those who are engaged in railroad employment. The addresses and remarks were punctured with music from the band. Every thought and every address was pregnant with the greatest promise of a continued year of prosperity, as had already been reported as being the case this year, by Mr. R. H. Bowling, the president, and substantiated by Mr. W. D Laws, the secretary.

The magnificent property purchased which was dedicated with these services, consists of a two-story brick building with large air rooms, two stair ways, one in the front and one going down the rear, bath rooms, laboratories, dining room, parlor, basement, front porch, back porch, metal huge doors of the old antique architect style with carvings; even the stairways are wide and sloping with an easy ascent.

This building is located on a lot situated on a corner where even the sun does not interfere with the occupants, whether they be in the yard or in the house. The lot is spacious, having more than a fifty foot front, about one hundred feet in depth running back to an alley. It makes the second piece of property to be purchased by this organization. These two holdings will not interfere, said the president of the Association, this week, with the operation of the organization, and will not have to be used necessarily for meeting places, as they have already retained their hall located at Tenth Avenue & Cedar St., provided for them by the Railroad Companies, so that this new piece of property as well as the one that they already own will be utilized for other purposes.

After the exercises were over refreshments were served, and pictures were made of the organization, then the benediction was pronounced.

NEGROES ESTABLISH UNION.

The National Civic Union, a local negro organization, recently established a subordinate union at the Happy Feed Mills, for the purpose of having better understanding between employer and employes. Two meetings have been held. The work of creating social contact between employes, which is part of the organization's program, is well under way. Several employes from the Bruce Flooring Company are contemplating an organization of this kind at their plant.

DEDICATION OF NEW HOME

On Sunday June 26 at 3.00 p. m. the Railway Employment Pro. Association and Ladies auxiliary dedicated their new headquarters at 14th and Hynes St. with very impressive services. The Ladies assembled at the new home and the men met at their old hall at 10th and Cedar and led by the K. of P. Brass Band, marched in a body to the new home. Mr Chas. R. Hutchinson was marshall of the day. Mr. Wm. D. Laws, Financial Secretary, was Master of Ceremonies and Rev. W. H. Thomas, who is a member of the association was the principal speaker of the Evening. Rev. Thomas spoke beautifully for fully 45 minutes and his words will linger long in the minds of his hearers.

In the absence of the Hon. H. A. Boyd, Secretary of the National Baptist Publishing Board the Dr. L. A. Bowman, who is also a member of the Association made the Dedicatory Address. which was enjoyed by all.

The President, H. Bowling made his annual address calling the members attention to the financial progress of the association from the birth of it to the present day. He also stated that the Association has paid $12,600 in death claims and $45,000 in sick claims and has Real Estate holding valued at $12,500. The President of the Ladies Aux. spoke briefly to her members and the audience at large, which was highly enjoyed. Miss Harriet Bowling gave a high class reading, showing great skill and learning. After several selections by the famous K. of P. Band the inspection of the Building followed the close of the services.

MEMPHIS

TENNESSEE

JUN 18 1927

NEGROES ESTABLISH UNION.

The National Civic Union, a loc negro organization, recently esta lished a subordinate union at t Happy Feed Mills, for the purpo of having better understanding b tween employer and employes. T meetings have been held. The wo of creating social contact betwe employes, which is part of the o ganization's program, is well und way. Several employes from t Bruce Flooring Company are co templating an organization of tl kind at their plant.

Labor – 1927
Unions, Strikes, etc.

Virginia.
8

Negro Rotary Club Formed by Whites To Fight the ANLC

(By Worker Correspondent).

RICHMOND, Va., Feb. 27.—Wednesday, Feb. 23, 1927 saw the formation of a "Civico" club among the local Negro middle class elements. The installation was attended by numerous white business men, bankers, politicians, preachers and such like "persons of importance."

These latter lauded the establishment of "Civico," the first organization of its kind in this city and promised their support. Officers were elected from the petty bourgeois elements present.

The formation of this club should not be lightly passed over. The presence of several of the most prominent white capitalists and their politicians indicates that they are aware of the importance of having their agents among the Negroes to effectively stifle any protest against the outrages of Bourbonism.

Another factor, no doubt, is the presence of a local of the American Negro Labor Congress in this city which arouses the hate of both the white and black exploiters.

The Negro workers must not give any support to this treacherous "Civico" gang, but build up their own independent power through the A. N. L. C. and the unions to which they have access, building up unions where such are not in existence.

Under no circumstances can they leave their fate to the middle class, that only seeks to betray the members of its own race in order to win an approving smile from the white bosses.

Labor—1927

Unions, Strikes, etc.,

Wisconsin.

Negro Workers Meet in Milwaukee With Whites —Silence Hall Manager

MILWAUKEE, June 16.—A mass meeting of about 150 colored and white workers listened in rapt attention to the masterly discourse on present world conditions, and the necessity for real interracial working class unity, by Richard B. Moore, National Organizer of the American Negro Labor Congress in the Miller Hall, 802 State Street.

Great enthusiasm prevailed throughout the meeting. Seventeen workers joined the Milwaukee branch of the American Negro Labor Congress under whose auspices the meeting was held, and as many more signified their intention to join at the first open business meeting, that is to be called within eight, or ten days.

Wm. Briant, business representative of the Asphalt Workers Union Local 80[illegible] efficiently presided at the meeting.

The only discordant note was struck, when the hall keeper, who likes to pose as a socialist, raised objections to the presence of Negro workers on his premises. He was given to understand, that persistence in this intolerant attitude can only result in a considerable monthly curtailment of his regular income. That' quite naturally, fixed him for the time being.